

APPENDIX A

Stevenage Borough Council

Stevenage Station Gateway Area Action Plan (AAP) Preferred Options (2023)

Consultation Statement

30 January – 18 March 2023

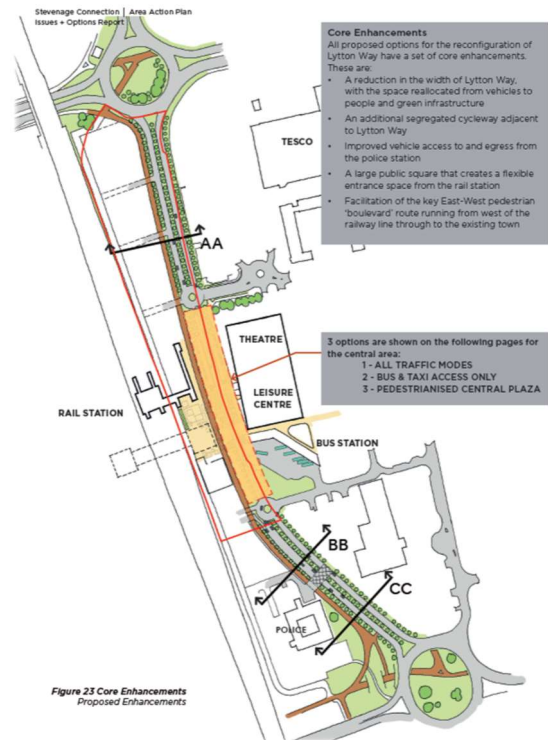


Executive Summary

The Preferred Options Report for the Stevenage Station Gateway Area Action Plan (AAP) was published for consultation in January 2023. 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.

A consultation on the first AAP (Issues and Options) was held between the 12 July and 5 September 2021. It included four options for Lytton Way and two cycle path options.

- **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



Option 2 emerged as a Preferred Option. However, Option 3 was also very popular across many consultation respondents and stakeholders. These two options were brought forward for the Preferred Options consultation. Transport and accessibility attracted a great deal of interest, for which officers have considered closely for this Preferred Options AAP.

During the second Public Consultation period held from 30 January to 18 March, we received upwards of 950 individual representations on the report. These representations came from a variety of mechanisms that we employed for consultation, including pop up consultation stalls at the Railway Station itself and in and around Stevenage Town Centre, social media (Facebook, Twitter and Instagram) and a formal consultation website to record respondents' comments.

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

Initially, Option 2 seems to be favoured by the public and consultees and there may be scope for these Options to be combined in some way. But this will be assessed as part of the preparation of the next stage of the Area Action Plan.

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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 Station Gateway Area Action Plan; Preferred 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).

2. Town and Country Planning Regulations

2.1 This consultation statement complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The most relevant regulations relating to the process are as follows:

- Regulation 12: Regulation 12(a) requires the Council to produce a consultation statement before adoption, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated.
- Regulation 12(b) requires the Council to publish the documents for a minimum 4 week consultation, specify the date when responses should be received and identify the address to which responses should be sent.
- Regulation 35: Regulation 12 states that when seeking representations, documents must be available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps;
 - Make the document available at the principal office and other places within the area that the Council considers appropriate;
 - Publish the document on the Council's website

2.2 The Local Development Scheme (LDS) of Stevenage Borough has included the intention to prepare an AAP for this part of Stevenage since 2019 when the Local Plan was adopted. A review of the current Stevenage Borough LDS will continue to include the AAP and consider how this will be included in a Local Plan review.

2.3 The AAP was previously referred to as the Area Action Plan – Railway Station in the LDS; then subsequently renamed for the Issues and Options consultation in 2019 as the Stevenage Connection Area Action Plan. 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 Station Gateway Area Action Plan.

2.4 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.

2.5 Preparation of the AAP commenced in 2020. The Issues and Options Report was reported to Council in early 2022. The Preferred Options Report had been redrafted to reflect the previous consultation and responses to the consultation will be reported to Council in the Summer 2023.

3 Pre Public Consultation

3.1 Prior to the Preferred Options Report being circulated for public consultation, the report went through some internal consultation and also the constitutional process.

3.2 The Report was presented to Members at the following meetings:

- SLT 9 August 2022
- Clearance Board 25 August 2022
- Planning and Development Committee 22 June 2022 and verbal update 8 September
- Executive 14 September 2022
- Overview and Scrutiny 21 September 2022

3.3 A summary of the comments made in those meetings and other general comments are set out below.

Name/Organisation	Comments:	SBC Response
SLT/Clearance Board	Reference to Climate Change and R&D references should be made in the document	This had been incorporated to reflect these comments.
P&D	Accessibility	Incorporated comments into final report and highlighted HCC modelling report.
Executive	Wider Engagement, particularly with the young and a concise document available to the public.	Officers with the assistance of public engagement specialists Commonplace, set up a new online consultation platform.
O&S	Wider engagement and consideration to the vision to incorporate the wider area from the station.	Set up of new online consultation platform and incorporated comments into final draft.

4 Preferred Options Consultation (2023)

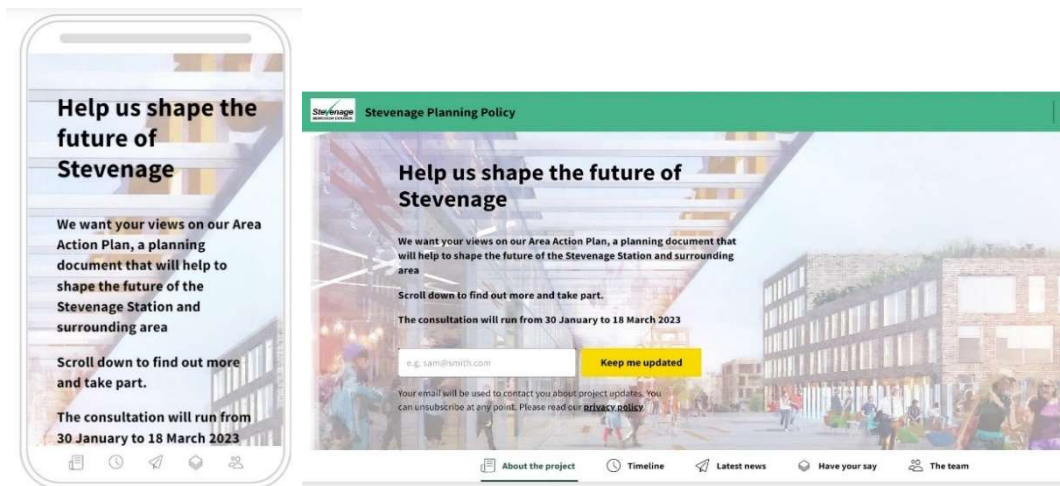
4.1 The Stevenage Station Gateway Area Action Plan: Preferred Options report set out the main issues for the site and a series of possible options for its future development.

4.2 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 30 January until 18 March 2023.

- 4.3 The draft Preferred Options Report was prepared and approved for public consultation by Stevenage Borough Council Executive Committee on 14 September 2022.
- 4.4 The public consultation exercise was undertaken from 30 January until 18 March 2023. Representations were invited in respect of the Preferred Options Report.
- 4.5 Representations could be made using an online consultation system called Commonplace. It was accessed through its own web address which was placed on the Council website, social media or alternatively, responses could be posted or emailed to the Planning Policy Team.
- 4.6 During the first consultation for the Station Gateway AAP (Issues and Options) held in 2021, the council used a consultation platform called Objective. It was considered complicated by consultees and did not capture as many comments as anticipated. There was no quick and efficient process to analyse the results and placed a strain on council officer time.
- 4.7 For this second consultation, research was conducted on several consultation platforms to establish a suitable replacement. After an assessment of providers, Commonplace was chosen as the web platform to host the Station Gateway AAP consultation. It was considered appropriate because it was suitable for mobile phones as well as desktop users. The design of the site was tailored to hold detailed planning documents, allow consultees to visually analyse the area through maps and assist with breaking down complex planning matters. The platform is to help engage residents, businesses and different demographics and by separating topic areas may at times lead to more clicks on a mobile or computer.
- 4.8 Planning documents like the AAP can be complicated and use planning language which often disengages an audience. With the help of Commonplace and using best practice, we have engaged more widely than the last consultation. We learnt from previous Commonplace consultations such as Camden Council's, Euston Area Plan Review and built a consultation platform suitable for Stevenage's Area Action Plan.
- 4.9 Figure 1 shows how the consultation platform was viewed on a desktop computer or mobile device.

Figure 1: Consultation platform on viewed on a desktop and mobile device.

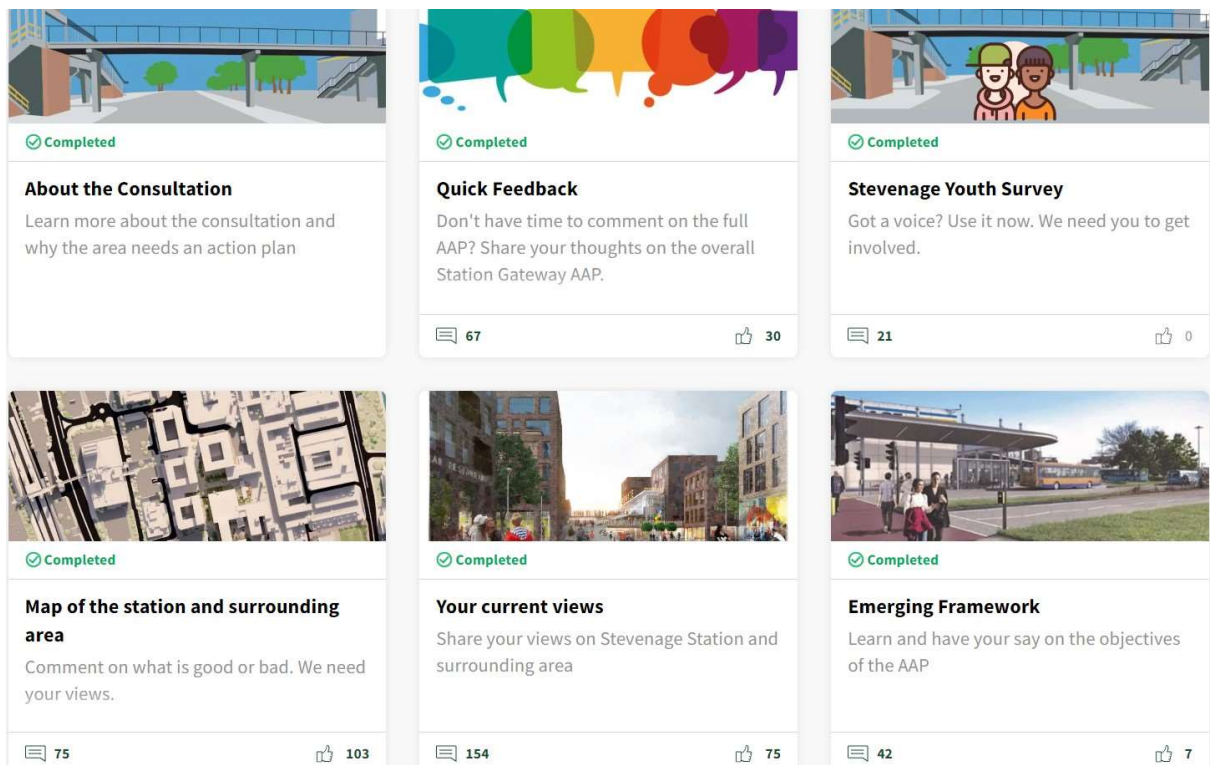


4.10 A direct link to the consultation platform was accessed via a dedicated link:

<http://stevenageplanningpolicy.commonplace.is>

The consultation platform breaks down the document into sections to enable a consultee to answer questions based on a topic area within the AAP. All sections contain questions, but all are optional to allow flexibility to respondents. The image below shows some of the topic areas on the website.

Figure 2: Breakdown of questions on the consultation platform



- 4.15 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 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 the Railway Station and surrounding area. 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 proved useful in understanding public opinion across the consultation period and subsequent representations made.
 - A series of more formal "key stakeholder meetings" were held virtually and in person at Daneshill House.
 - 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.
 - Continuation of engagement with the wider public via consultation stalls at the Railway Station, Stevenage Bus Station and Stevenage Indoor Market.
- 4.16 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.
- 4.17 Copies of the Preferred 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
- 4.18 A series of stalls were held during February and March 2023 at which Council Officers were in attendance to explain the various options and to answer questions. The events took place at the following venues:
- Stevenage Railway Station - 24 February and 7 March 2023
 - Stevenage Bus Station - 9 and 10 March 2023
 - Stevenage Indoor market - 3 March 2023
- 4.19 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 are included in this statement.
- 4.20 The representations were reported to the Executive, Planning and Development, and Scrutiny and Overview committees, of which the minutes can be viewed online. The views of members will be used to inform the next stage of the Area Action Plan.

4.12 The responses received to the Preferred Options Report will be used to inform the preparation of the Local Plan Review.

5 Responses and main issues raised during the consultation

5.1 A total of 950 representations were received from consultees as well as internal teams and committees.

Second consultation on AAP held between: **30 January to 18 March 2023**

- Commonplace: **447** respondents **910** comments
- Emails/letters: **14** respondents **40** comments
- Youth Survey: **35** respondents
- Stakeholders; **7** meetings (comments not included in numbers)
- Social Media comments (not included in numbers)

Total: 461 respondents / 950 comments or agreements

5.2 Responses were received from:

- Hertfordshire County Council
- Historic England
- LEP (Local Enterprise Partnership)
- GTR
- Sports England
- Hertfordshire Constabulary
- Thames Water
- Cycle UK Stevenage
- Members of the public

5.3 A full summary of responses is provided in Appendix 2 as well as an overview of any recommendations to be taken forward for consideration when drafting the next stage of the AAP.

5.4 A wide range of themes emerged from consultation comments, including some of those highlighted in table 1.

Table 1:

Theme	Comments
Traffic / congestion	Traffic flow around the immediate area may suffer. Currently no alternatives to using other modes of transport. Bus services are too infrequent or finish too early.

Connectivity between different modes of transport	Good to have the train and bus station closer together. The new level crossing has made it more accessible on foot.
Accessibility for all	Lifts not always operational at night. Lifts have improved accessibility on to platforms. Ground floor access would make it feel a more inviting place. Ground level pedestrian crossings have made it more accessible especially to bus station.
Signage / wayfinding	Confusing signage around station and beyond for both pedestrians and cyclists. No clear way to walk or cycle.
Car Parking / drop off and pick up areas	Better drop off and pick up points needed. Car parking needs to be priced correctly. Car parks still needed for many due to lack of alternative travel methods.
Facilities and land use (retail / cultural / leisure units /places to eat and drink)	More places to meet and wait would be needed. The Gordon Craig theatre is a community asset in the town and needs to stay in the area. Theatre works well next to train and bus station. Other facilities would work near a transport hub.
The environment and public realm (planting / green space / seating)	Hostile environment; barriers with high-speed road network. No space to sit down. No green space, just aggressive traffic and noise pollution. Air pollution is a concern.
Safety	Cycle paths and footpaths feel isolated early evening and at night. Lighting needs to be improved. No natural surveillance from footfall or slow traffic. Cold and exposed areas fuel fear of safety.
Active Travel	Good cycle racks needed. Alternatives to the car needs to be improved in order to encourage other forms of travel.
Visually Attractive	Either stairs or the back of buildings currently greets those who travel by train. The brutalist architecture of the town needs to be celebrated but also modernised. More attention is needed for the environment with more greenery.

5.5 A total of 7 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: 13 March 2023
- Hertfordshire County Council: 6 March 2023
- Hertfordshire LEP: 21 February 2023
- Govia Thameslink Railway (GTR): 16 March 2023
- Mace: 6 March 2023
- Stevenage Bus Users Group: 13 March 2023
- Sustrans: 23 February 2023

5.6 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.

5.7 Key issues arising from these meetings are shown in table below.

Table 2 – Key comments from stakeholder meetings

Theme	Comments
Vision & Objectives	Generally supported to provide much needed transformation of this part of the town and to support activities at and around the Railway Station.
Access	<p>Regarding the road bridge, there are key issues in terms of future access. Ramps down to the town and leisure park may not conform to modern standards.</p> <p>Disabled, elderly, young children can struggle with the station and surrounding area.</p>
Destination & Sense of Place	A destination to meet and eat would be beneficial to the town. Attract business into the town.
Connectivity	Further movement analysis could potentially be used to support any future options. Another round of transport modelling could be useful to assess any changes in the last few years. Changes to work patterns have changed how the network operates on certain days of the week.
Cycling	<p>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.</p> <p>Signage would be beneficial and clear signage is a must.</p> <p>Option 3 would need to be described differently to accommodate not only pedestrians, but also other forms of travel such as a bicycle.</p>

Active Travel	Behaviour change and sustainable travel aspirations are required to assist with any changes in the area.
Economy	The AAP would assist with R&D and long standing industries in the area. Promote and draw in new companies to the area.
Railway Station	Access to the station will need to be considered for maintenance, deliveries, and staff parking. There is pressure on future possibilities for a new Station. This should consider how long this would take and the costs of intervention.
Lytton Way Options	Option 2 would provide flexibility in design and access. Option 3 would provide a Destination for Stevenage.
Bus Station	Access for buses is required North and South of Lytton Way for bus routes.

5.8 Key comments from Hertfordshire County Council Highways are included in the table below:

Hertfordshire County Council Highways would welcome the opportunity to work together to develop a plan that contributes to the overall vision for Hertfordshire.

Table 3 – HCC comments

Theme	Comments
<p>Preferred Options for Lytton Way:</p> <p>Option 2 - Bus and Taxi access only to Lytton Way - Preferred Option #1</p>	<p>Option 2, is HCC's preferred option as it 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. 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.</p> <p>Other areas which need to be considered with this option:</p> <ul style="list-style-type: none"> • Enforcement and monitoring of traffic • In the information provided there is a failure to demonstrate direct pedestrian connectivity between Train Station, MSCP and Southern car park. • Provision of clearly signed vehicle drop off / pick up facilities in these car parks will also be important to discourage inappropriate stopping / waiting behaviour on adjacent roads (eg Swingate, Danesgate) • Confirmation is sought on the two-vehicle access/egress points to the west from the new Swingate roundabout and north of the roundabout. • Option 2 will necessitate changes to the recently installed bus priority measures <p>Option 2 mitigation measures are detailed in the consultation statement and HCC/WSP modelling report.</p> <p>The HCC expects that the identified mitigation measures should address the possible traffic impacts at junction of Fairlands Way/Gunnel's wood Road in the west, at the junction of Fairlands Way and St. George Way in the east, at the junction of St. George Ways/ Six Hills Way and at the junction of Gunnels Wood Road/ Six Hills Way and that there needs to be inclusion of a wider package of measures to enable the development of this AAP option.</p>

<p>Preferred Options for Lytton Way –</p> <p>Option 3 – pedestrianised plaza - Preferred option #2</p>	<p>Option 3: As previously commented, the HCC would have preference option 2 over option3 to avoid bus routes diversions and longer time to access by buses from the north.</p> <p>As with Option 2 removal of traffic from Lytton Way will lead to the diversion of traffic to other routes around the town centre and would need to be accompanied by a wider package of mitigation measures to address the possible traffic impacts at junction of Fairlands Way/Gunnel’s wood Road in the west, at the junction of Fairlands Way and St. George Way in the east, at the junction of St. George Ways/ Six Hills Way and at the junction of Gunnels Wood Road/ Six Hills Way. Also, it fails to outline how to manage rail replacement bus service.</p> <p>Option 3 Mitigation measures are detailed in the consultation statement and HCC/WSP modelling report.</p>
<p>Cycle Path options</p>	<p>Cycle Path Potential layout 1 Preferred option #1 Cycle Path Potential layout 2 Preferred option #2</p> <p>Removing the existing cycleway would be a retrograde step. HCC expects 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.</p> <p>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 MSCP and police station. In this instance, HCC would welcome continues footway crossings in the context of LTN1/20</p>
<p>East – West Connectivity</p>	<p>In terms of the principles in the North Central GTP, we suggest that the permeable east west links between the Town Centre Gardens and the Leisure Park to reduce severance and re-classification of A602/Glaxo roundabout in order to improve multimodal access between the rail station, Gunnels Wood Road employment.</p> <p>A principle of the AAP is to Future proof for possible station upgrade, replacement of the Leisure Centre and improved links and development west of the rail station. On a wider point on access to sustainable transport, whilst it is recognised that there are redevelopment and placemaking opportunities from moving the Leisure Centre (Gordon Craig theatre) away from its location next to the railway station and relocated bus station, this would make it more difficult for users to access it via public transport and any new location would need to consider the access needs of non-car users.</p>
<p>Bus Station and Bus Service</p>	<p>The objectives around enhanced movement and access for all modes, ensuring effective interchange with the relocated bus station is key.</p> <p>The retention of Stop N is important for bus services traveling north, including to the Lister Hospital. As well as operational convenience, the stop is easier to access than the bus station for passengers arriving by train and wishing to continue northwards by bus.</p>
<p>Retention of existing footbridge</p>	<p>Currently there is direct access from the station to the town centre via the footbridge over Lytton Way. This is a key well used pedestrian route and it is reassuring to see the statement that “any final option would ensure that the existing footbridge is retained, until any redevelopment of the station and wider area takes place”. It is essential that a safe pedestrian route to the town centre is retained throughout any redevelopment process.</p>
<p>Train Station</p>	<p>It would aid access between the bus station and the railway station if a south facing set of steps was installed to the footbridge on the Leisure Centre side of Lytton Way, although it is noted that the new bus stop may create difficulties in achieving this.</p>

	It is not clear if any thought has been given to where rail replacement buses will stop to access the station. The retention of Stop N would aid the operation of these buses.
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6 Analysis of representations

- 6.1 The analysis was broken down by topics to understand the main themes.
- 6.2 The full breakdown of all questions, including charts and statistics, is attached in Appendix 1. A general overview has been included in the document, and the following section has captured some of the main results from the consultation.
- 6.3 The top five options of what respondents would like from arrival experience at Stevenage Station included (% of overall count):

- Clear Signage – 11%
- Feeling Safe – 11%
- Good Easy Access – 12%
- Toilets – 10%
- Visually Attractive – 8%

Throughout the responses, many felt the current station and surrounding area felt unsafe at quieter times of the day with poor signage to navigate to their next destination. The different levels for pedestrians were criticised for accessibility and added to the concerns of personal safety. Some of the comments also raised the issue of the traffic and the barriers of not only the road but the lack of a visually attractive space to wait. The welcome at the station was described by one respondent “you are greeted by the back of buildings”.

- 6.4 A large proportion of respondents described themselves as local residents, although 22% worked or owned a business in the area. Also a variety of methods were used to travel to the station but by car and on foot was the most popular method with 30% of the consultees. Therefore, the station area has to accommodate pedestrians as well as vehicles, such as the car.
- 6.5 The respondents were also asked to choose what types of land use they would like to see in the area.

Popular choices included:

- Open Space/ Green Space – 11%
- Retail – 11%
- Cultural Facilities (theatres etc) – 19%
- Leisure/sports facilities – 10%
- Car parks – 14%
- Transport Hub – 11%

Cultural facilities were very popular and within the consultation comments, the Gordon Craig theatre came out as a much-loved attraction in the town. Many respondents felt the theatre’s proximity to the train and bus station was very important and encouraged different modes of transport. It was considered detrimental to the area if it moved too

far from its current location. The five other uses listed above focus on the need for accessibility, such as car parks and a transport hub, but also a focus on the environment with need for more green space. Facilities for all ages, such as retail units or leisure facilities were as popular as the environment. The charts below show the full breakdown of results.

6.6 Within the AAP, there are a set of objectives which focus on what should be priorities for the area. The objectives and key design principles of the Area Action Plan (pages 46 - 47), will be brought through any final option in the Area Action Plan. There are eight and respondents were tasked with ranking the objectives in order of importance. The two objectives which were ranked the most important (1) or second most important (2) were:

- A new arrival experience and
- Enhanced movement and access.

The third most popular objective was to enhance the public space with biodiversity and habitats, confirming the environment for both ourselves and nature is important to respondents.

6.7 There is a clear appetite for change in the Station Gateway area and a more sustainable change with public transport / pedestrianisation and a focus on the environment. However, there are concerns with the potential for congestion and issues around car parking in the town.

6.8 **Options for the area:**

A consultation on the first AAP (Issues and Options) was held between the 12 July and 5 September 2021. It included four options for Lytton Way and two cycle path options.

Options 0, 1, 2 or 3 for the central section of Lytton Way were:

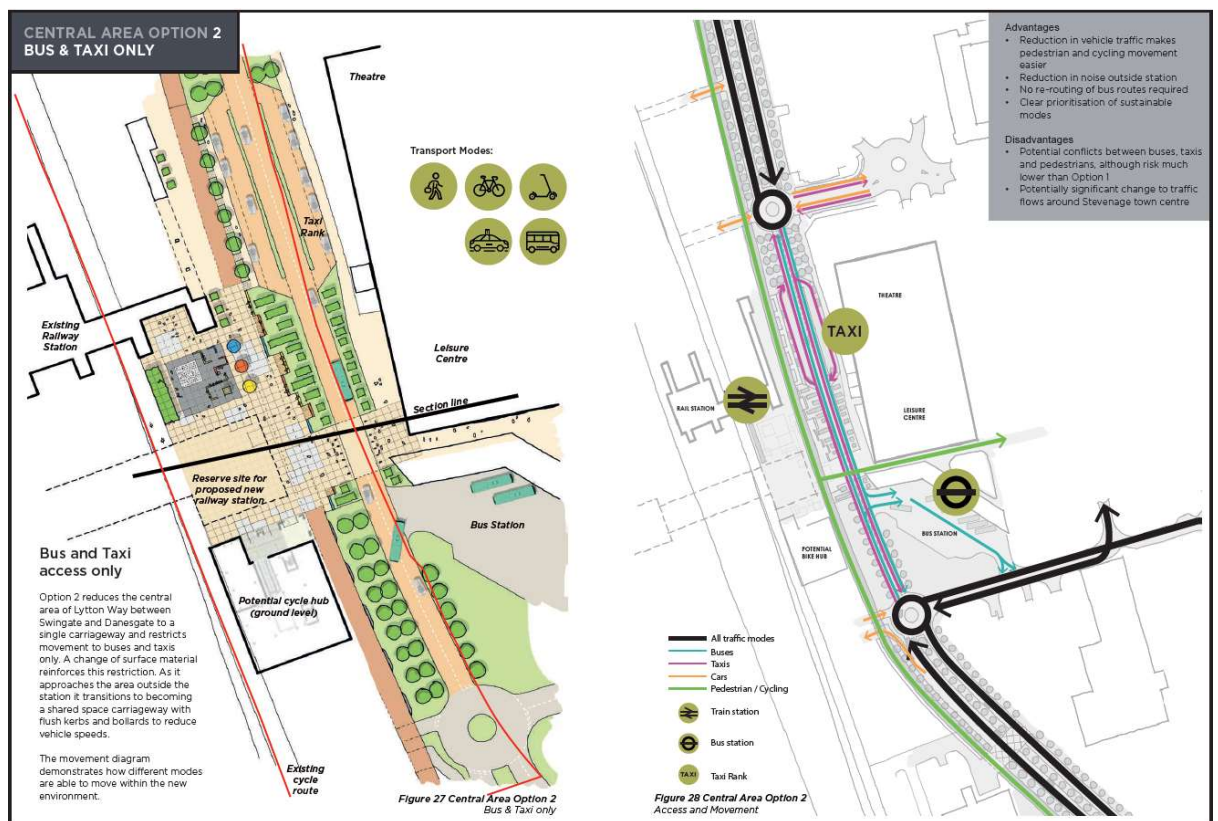
- Option 0 – “do nothing”
- Option 1 – Reduce to single carriageway (all traffic)
- Option 2 – Reduce to single carriageway (bus and taxi only)
- Option 3 – Pedestrianized Plaza (no carriageway)

6.9 The public consultation exercise returned a wide range of responses from members of the public, interest groups and stakeholders. There was a lower level of support for a “do nothing” approach as shown by Option 0. Transport and accessibility attracted a great deal of interest, for which officers have considered closely for this Preferred Options AAP.

6.10 Option 2 emerged as a Preferred Option. However, Option 3 was also very popular across many consultation respondents and stakeholders. While Option 1 is less supportive of active travel aspirations, but it was also popular among respondents in the first consultation. This demonstrated a clear overall desire for some form of positive change involving Lytton Way

6.11 It is important to recognise that the options for Lytton Way form just a part of the overall aims and objectives of the Station Gateway area, as presented throughout this document. While Option 2 has emerged as the Preferred Option, the final solution for this AAP will be flexible in land use terms to move from Option 2 to Option 3 or other solutions, in accordance with sustainable travel aspirations and the overall opportunity the area presents, to bring about the best possible sense of arrival and gateway to the regenerated town centre. This will be in accordance with the objectives and key design principles of this Area Action Plan and Local Plan Policy TC4: Station Gateway.

6.12 Option 2 - Reduce to single carriageway (bus and taxi only)



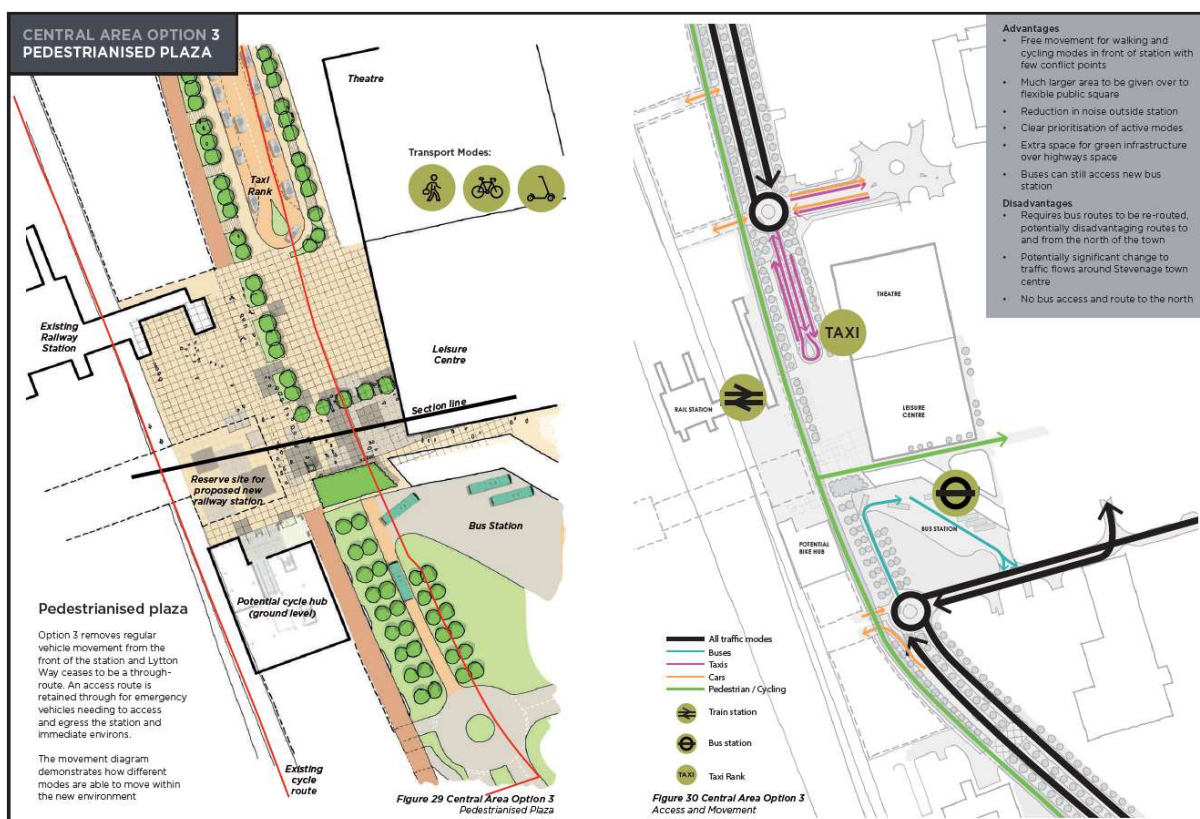
6.13 On a scale of 1 – 5, respondents could reflect their sentiment on how much they supported the proposal. From the results, 30% completely supported and 20% agreed with a mostly yes, providing a total of 50% of respondents. A total of 37% did not support the option.

6.14 The table below shows a summary of positive and negative comments received for Option 2.

Positive	Negative
<p>1. Improves connectivity between the town centre and station.</p> <p>2. Improves first impressions of the town; Nicer welcome into Stevenage and not met by a busy road.</p>	<p>1. Traffic congestion – It will affect car movement and re-route around other parts of the town centre generating new problems elsewhere.</p>

<p>3. Breaks the constraint of Lytton Way and unlocks potential for future development to the West of the station.</p> <p>4. Attractive, pedestrian-scale arrival experience with reduction of vehicle types and greatly improved green infrastructure.</p> <p>5. Maintaining through-traffic combined with roundabout junction to Danesgate will also optimise the current bus interchange operation without considerable re-routing.</p> <p>6. Cleaner air from reduced Traffic.</p> <p>7. Easier for pedestrians to walk to and from the bus stop and town centre. It will permit pedestrians to feel much safer, and will allow them to traverse easily to the town centre.</p> <p>8. Future developments will add to the ""Hub"".</p> <p>9. It will open more foot traffic and opportunities to use the area around the station in a more community-friendly way. Cars should be discouraged as a main transportation method, however the public transport needs to be significantly improved to achieve the desired effect!</p> <p>10. It would considerably reduce the feeling I get of being oppressed by the traffic in that part of the town, by reducing noise, the amount of traffic and the overriding necessity to watch out. It would lead to greater connection between the Town Centre and the leisure park.</p> <p>11. Makes Stevenage more welcoming. Lots separation between station and city centre.</p> <p>12. With reclaimed land from the removal of the lanes of Lytton Way, it also provides the opportunity to potentially, if space permits, to erect high density office, and living space around the station. This would be great as it could potentially result in people commuting to Stevenage itself, rather than having the populace commute elsewhere to places such as London.</p> <p>13. Provisions for both Buses and Taxis only could lead to quicker pick-up/drop off times.</p> <p>14. Would be impressive for a growing number of internationally significant companies locating here.</p>	<p>2. All the micro-simulation modelling I have seen of the impact of the closure of Lytton Way to general traffic indicates grid lock in the town.</p> <p>3. Both Option 2 & 3 will have an impact on the response times for Police vehicles going North to respond to incidents etc. by not allowing emergency access the response times will increase as vehicle will have to take alternative routes to service the population of the north of Stevenage.</p> <p>4. Car access and Parking.</p> <p>5. Effect on safety, pollution and efficiency of the roads all around the area.</p> <p>6. How will cars access the new multi storey car park at the station?</p> <p>7. I am concerned by the number of places where cars cross cycle/walking routes. For cyclists particularly this can be dangerous and should be minimised. The current cycling route by the railway line is continuous and forms part of NCN12. I want this enhanced and not degraded.</p> <p>8. I don't like the fact that the busses would cross the pedestrian route. I think buses and taxis should go around and leave the area fully pedestrianised.</p> <p>9. Removes an essential thoroughfare through the town. Makes it harder to drop off/pick up from the station.</p> <p>10. Concern is the servicing of new developments between Swingate and Danesgate if vehicle types are restricted.</p> <p>11. Concerns surround entry to Tesco's</p>
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6.15 Option 3 - Pedestrianized Plaza (no carriageway)



As with Options 2, On a scale of 1 – 5 (1 = No and 5 = Yes), respondents could reflect their sentiment on how much they supported the proposal. From the results, 34% completely supported and 14% agreed with a mostly yes, providing a total of 48% of respondents. A total of 36% did not support the option. There was a higher proportion of respondents which opted for the Unsure/Neutral decision, in comparison to Option 2.

6.16 The table below shows a summary of positive and negative comments received for Option 3.

Positive	Negative
<p>. The focus on the arrival experience is welcomed as Stevenage looks to improve how it's perceived through this regeneration effort.</p> <p>2. Better access, to and from town centre. Better link from bus station and train station.</p> <p>3. Creation of new car-free spaces reflects the heritage of the pedestrianised town centre.</p>	<p>1. A plaza might create additional space for Anti Social Behaviour.</p> <p>2. Traffic congestion - "All it will do is move the pollution and traffic to the side roads, making things worse for drivers".</p> <p>3. Growth in the town - At a time when large amounts of residential properties are being constructed in Stevenage it is madness to further restrict the already congested town centre traffic.</p> <p>4. Bus journeys would take longer.</p>

<p>4. Definitely great for anyone walking, much better impact for people visiting Stevenage for the day.</p> <p>5. Easy access to the bus station.</p> <p>6. Feel safer in term of less traffic and a cleaner environment for sustainable travel.</p> <p>7. This option would cut down on heavy traffic in and around the train station and indeed pollution.</p> <p>8. Plazas are great to add greenery and scenery, which is beneficial to those who use them.</p> <p>9. Looks like a fabulous place to be and a worthy entrance to the town.</p> <p>10. An improved space for pedestrians and cyclists.</p> <p>11. More facilities in the public realm (such as seating, shops), will make it an attractive place to be</p>	<p>5. Complicates local transportation connections from the rail network, takes additional bus and taxi routing time.</p> <p>6. Hard to drop-off/pick-up passengers by car</p> <p>7. How will cars access the new multi storey car park at the station.</p> <p>8. Lytton way is a vital thoroughfare through the town, especially for those from the south of the town.</p>
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6.17 The Cycle Path Preferred Layout seeks to retain the existing bicycle path and creates a new segregated path within the revised Lytton Way street profile. This was the preferred option from the first consultation held in 2021 for the Issues and Options AAP. On a scale of 1 – 5 (1=No and 5 =Yes), respondents could reflect their sentiment on how much they supported the proposal. From the results, 28% completely supported and 26% agreed with a mostly yes, providing a total of 54% of respondents in full/partial support. A total of 17% did not support the option.

6.18 The preferred options proved to be a popular area for consultees. There is clearly a public appetite to improve the effectiveness and functionality of the Station Gateway Area in Stevenage. Respondents are supportive of change, but concerns lie with traffic and congestion and how the surrounding network can cope if radical changes were made. Option 2 was the preferred choice, but some respondents felt there needed to be viable alternatives in place before any significant changes could occur.

7 How has the Council responded to these Preferred Options?

7.1 A complete schedule of consultation responses, the Council’s response to the comments is provided in Appendix 2.

7.2 The opinions and views of the public will be considered when we work through the Area Action Plan and this will feed into our Local Plan Review in which Policy TC4, will reflect the outcomes from this consultation.

7.3 We have now completed the first two stages of development for an Area Action Plan. The “Issues and Options” draft of the Stevenage Connection Area Action Plan (AAP)

formed this first stage and the Stevenage Station Gateway Preferred Options AAP is the second stage.

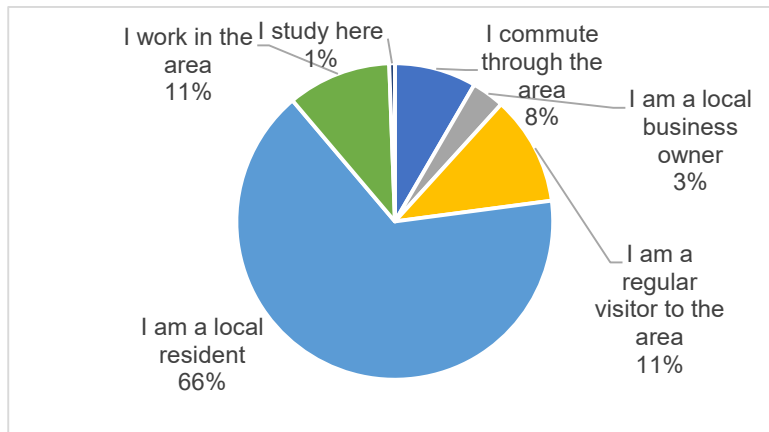
- 7.4 After two public consultations, the original plan was to then follow the process leading to submission of the AAP to the Secretary of State, ahead of an independent Examination in Public by an appointed Planning Inspector.
- 7.5 In the time that has passed since May 2019, the proposed number of significant changes to the planning system has led to the Planning Policy team to scope out work regarding a review of the Local Plan and incorporate the work of the AAP into the review. Two productive stages of public consultation on the Area Action Plan has led to a comprehensive and robust evidence base that supports Policy TC4 of the Local Plan. A partial review of the Stevenage Local Plan would be beneficial in meeting Government requirements to undertake a review by 2025, updating only the essential strategic elements.
- 7.6 Therefore a Partial Review of the Local Plan, will incorporate the evidence gathered from the two rounds of consultation on the AAP. This will allow the evidence base already gathered through the two rounds of consultation to form an updated and much clearer policy direction for Policy TC4 of the Local Plan as well as potential other policies of the plan, in accordance with wider strategic updates and objectives, including the continued requirement to tackle the Climate Change agenda and promoting sustainable and active travel across the Borough.

Appendix 1 – Analysis of questions

Quick Feedback- Aim of questions: To understand how respondents use the area and provide quick feedback.

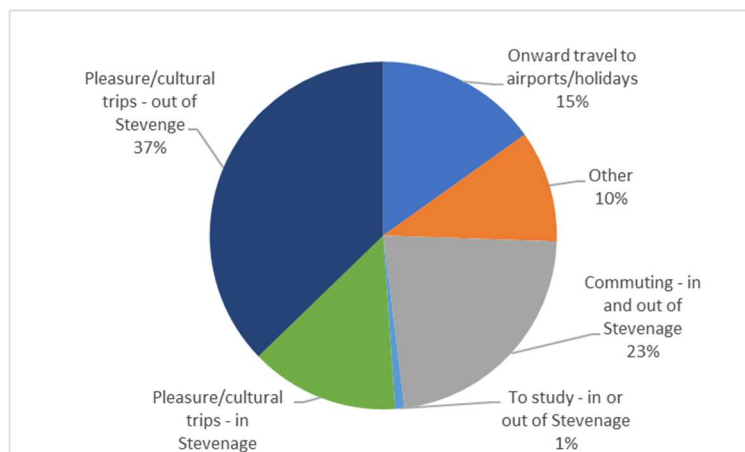
Which of the following best describes you?

A large proportion of respondents described themselves as local residents, although 22% worked or owned a business in the area.



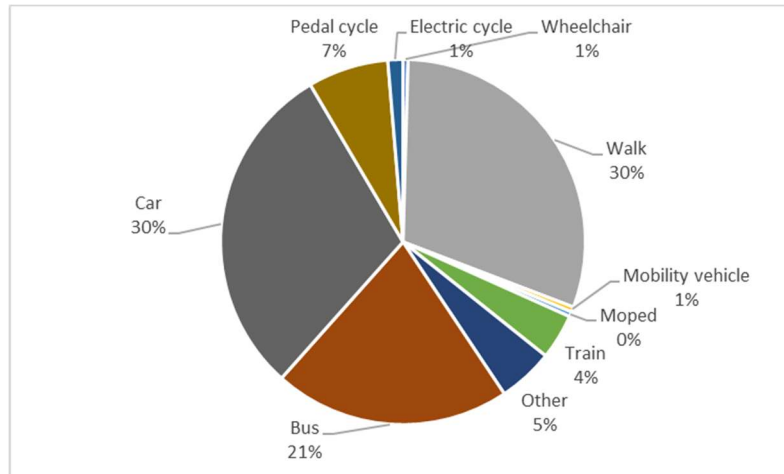
Why do you use the train station?

Most journeys were for pleasure / cultural trips out of Stevenage with 37% of respondents, although 23% were commuting in or out of the town.



How do you travel to the train station?

Walking and travelling by car were the most popular forms of travel to the station with 30%.

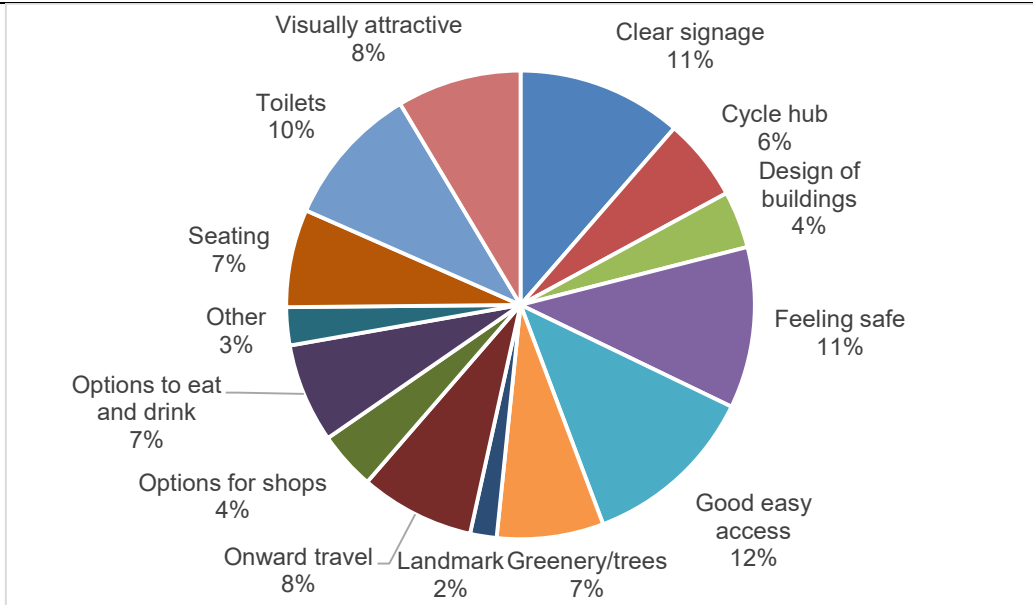


Current Views - Aim of questions: To understand views of the area and what should be included within an arrival experience. This included people's expectations of a new station and potential land uses.

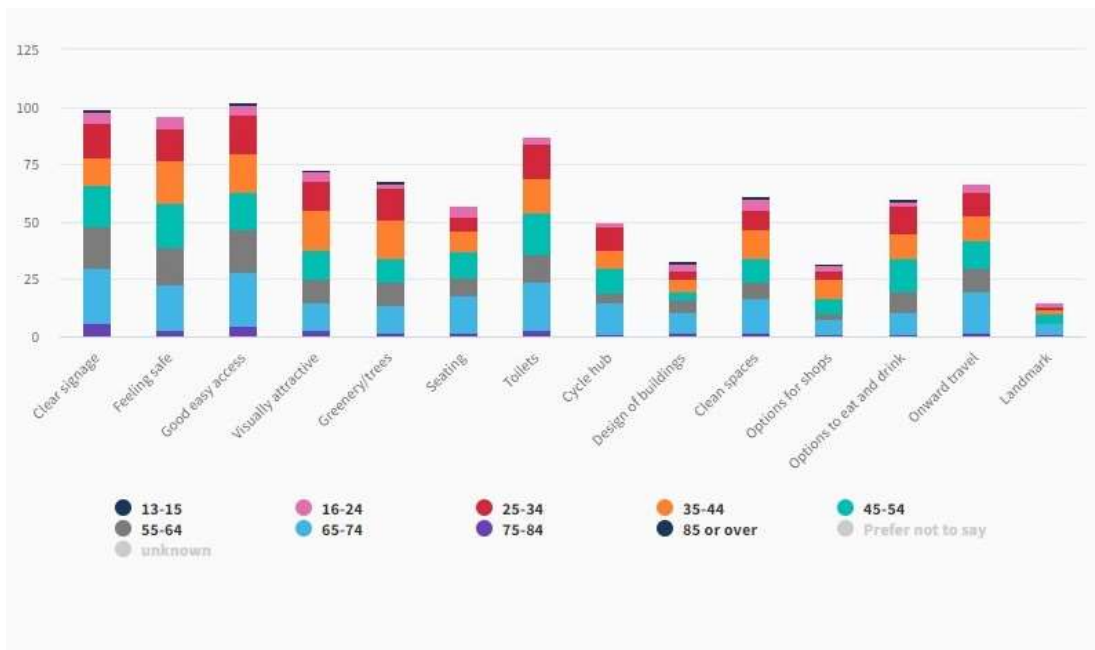
What do you think a positive arrival experience at Stevenage Station should include?

Top five responses of what respondents think a positive arrival experience should feel at Stevenage Station:

- Clear Signage – 11%
- Feeling Safe – 11%
- Good Easy Access – 12%
- Toilets – 10%
- Visually Attractive – 8%

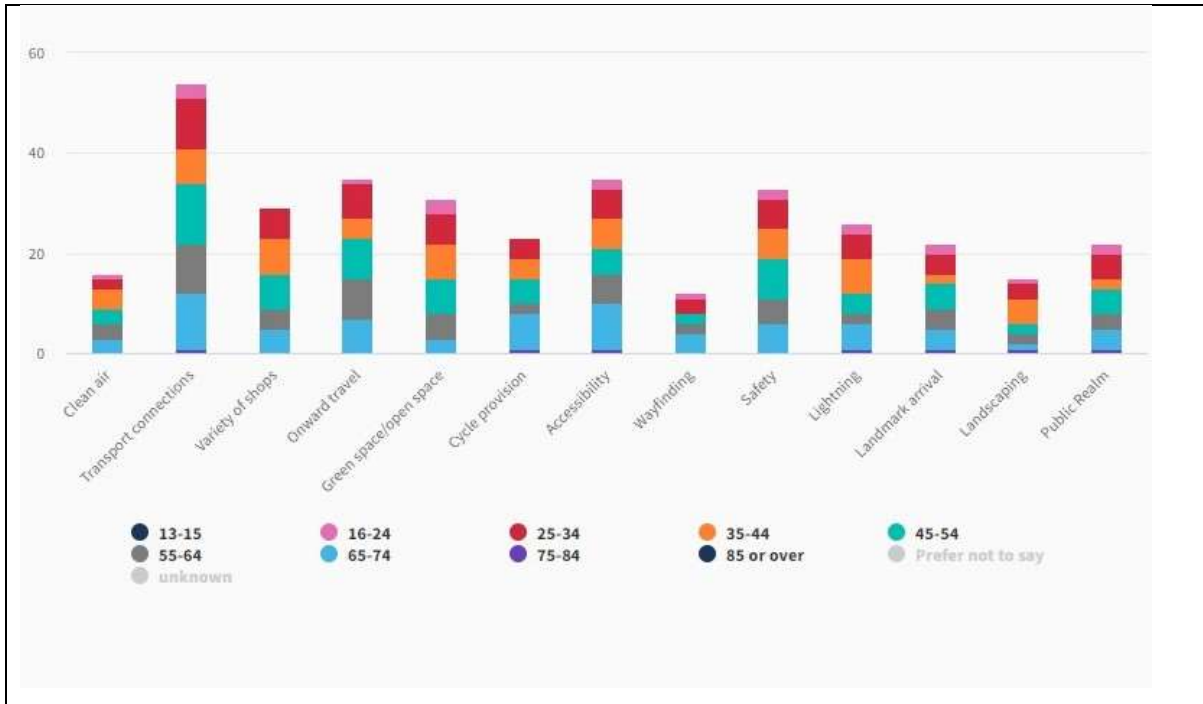


Generally, all options were considered by the respondents. However, age of recipient also influenced the options that were chosen. A general pattern is those respondents aged 44 or younger chose green, clean spaces with facilities, as opposed to respondents aged 45 or older preferred access, signage and toilets. The chart below shows the breakdown of responses according to age.



Any other comments on the Station and surrounding area?

Respondents could provide their comments on the station. The word cloud below draws out the main words used in the text. Some of the main issues which are highlighted include access, transport, and the area is likened to the centre of the town with a busy through road.



Emerging Framework - Aim of questions: To enable respondents to have their say on the objectives of the Area Action Plan.

Can you rate the following AAP objectives in order of how important they are for the station and surrounding area

What is a framework and why is it in the Area Action Plan?

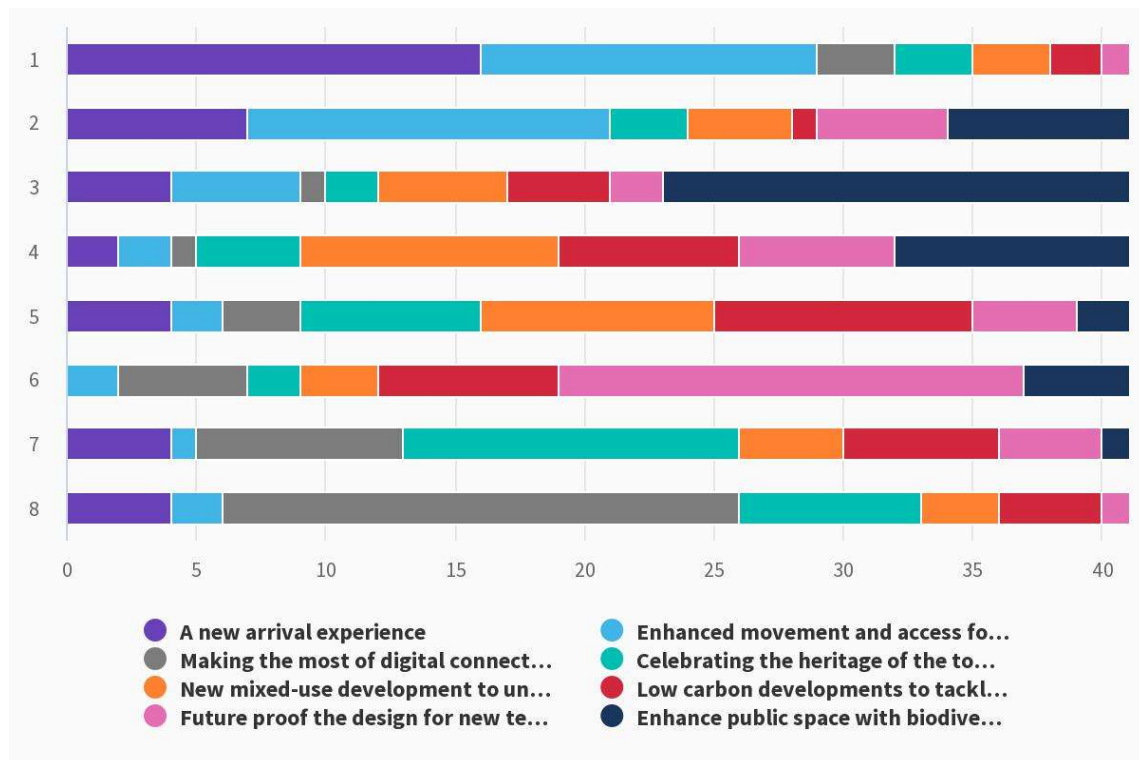
A framework in a planning document helps you flesh out the ideas that will take you where you want to go. A strategic planning framework outlines how you will theoretically approach your strategic plan. So, the framework in the Station Gateway AAP needs to show what ideas we need in place to create change.

Within the AAP, there are a set of objectives which tackle this question. The objectives and key design principles of the Area Action Plan (pages 46 - 47), will be brought through any final option in the Area Action Plan. All potential changes to this area and scenarios proposed will promote movement and improve access to and from the Railway Station to the Town Centre, and enhance the sense of arrival to Stevenage, providing the gateway to improved opportunities for the area.

The set of objectives are:

- A new arrival experience;
- Enhanced movement for different types of travel (e.g walking, cycling);
- Enhance public space with biodiversity, habitats, urban drainage and improving air quality;
- New mixed-use development to unlock economic potential (a mix of houses, shops);
- Low carbon developments to tackle climate change;
- Future proof the design for new technologies;
- Celebrating the heritage of the town;
- Making the most of digital connectivity and high-speed broadband.

Respondents were asked to rank these objectives in order of importance (1= Important, 8 = Less Important). The results are displayed below.



The two objectives which were ranked the most important (1) or second most important (2) were:

- A new arrival experience and
- Enhanced movement and access.

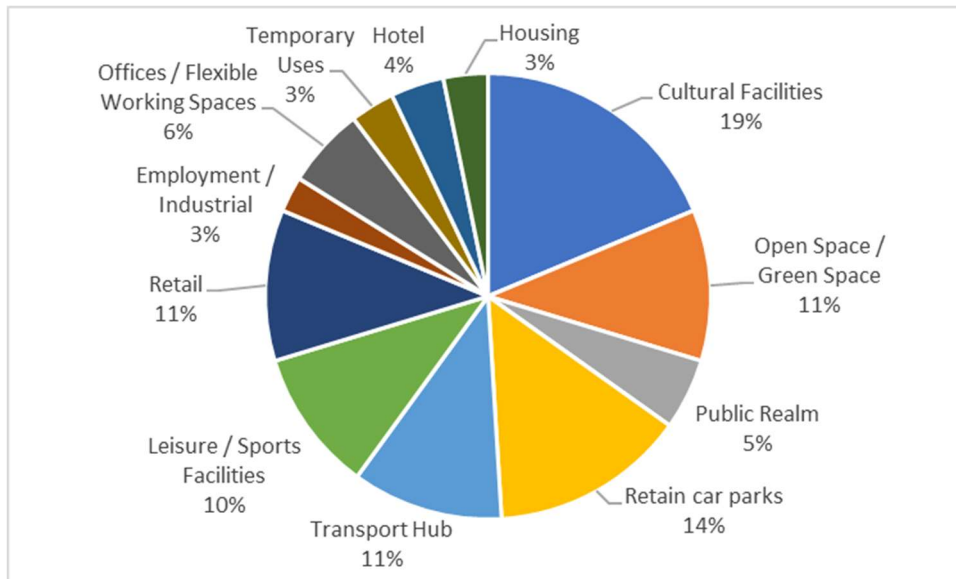
The third most popular objective was to enhance the public space with biodiversity and habitats, confirming the environment for both ourselves and nature is important to respondents.

Regarding development north and south of the railway station, what would you like to see?

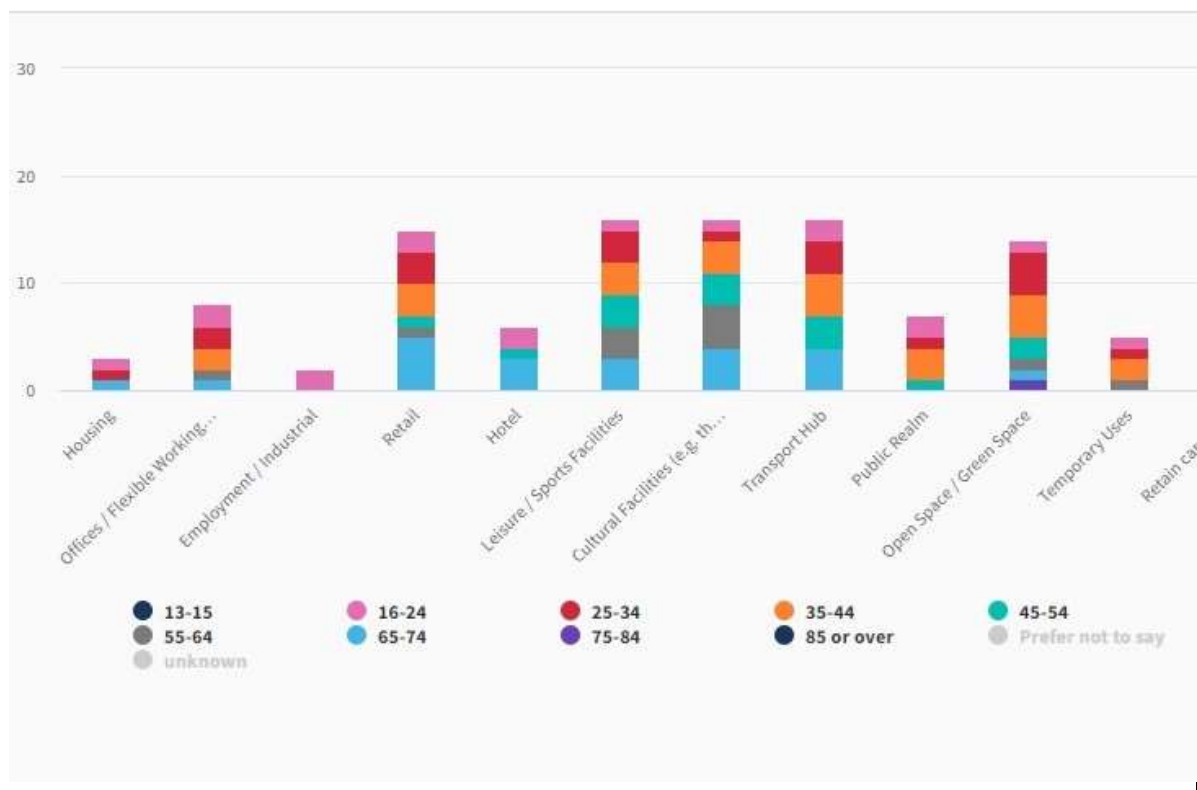
The respondents were asked to choose what types of land use they would like to see in the area. Popular choices included:

- Open Space/ Green Space – 11%
- Retail – 11%
- Cultural Facilities (theatres etc) – 19%
- Leisure/sports facilities – 10%
- Car parks – 14%
- Transport Hub – 11%

Cultural facilities were very popular and within the consultation comments, the Gordon Craig theatre came out as a much-loved attraction in the town. Many respondents felt the theatre's proximity to the train and bus station was very important and encouraged different modes of transport. It was considered detrimental to the area if it moved too far from its current location. The five other uses listed above focus on the need for accessibility, such as car parks and a transport hub, but also a focus on the environment with need for more green space. Facilities for all ages, such as retail units or leisure facilities were as popular as the environment. The charts below show the full breakdown of results.



The chart below is the same data above but broken down by age. The most popular land uses for ages 44 and under were: open space/green space, retail and leisure/sports facilities. Retaining car parks and a transport hub was more popular with ages 45 and above.



Options and Opportunities – Aim of questions: To understand views of the preferred options of the Area Action Plan

Summary

A consultation on the first AAP (Issues and Options) was held between the 12 July and 5 September 2021. It included four options for Lytton Way and two cycle path options.

Options 0, 1, 2 or 3 for the central section of Lytton Way were:

Option 0 – “do nothing”

Option 1 – Reduce to single carriageway (all traffic)

Option 2 – Reduce to single carriageway (bus and taxi only)

Option 3 – Pedestrianized Plaza (no carriageway)

The public consultation exercise returned a wide range of responses from members of the public, interest groups and stakeholders. There was a lower level of support for a “do nothing” approach as shown by Option 0. Transport and accessibility attracted a great deal of interest, for which officers have considered closely for this Preferred Options AAP.

Option 2 emerged as a Preferred Option. However, Option 3 was also very popular across many consultation respondents and stakeholders.

While Option 1 is less supportive of active travel aspirations, but it was also popular among respondents in the first consultation.

This demonstrated a clear overall desire for some form of positive change involving Lytton Way.

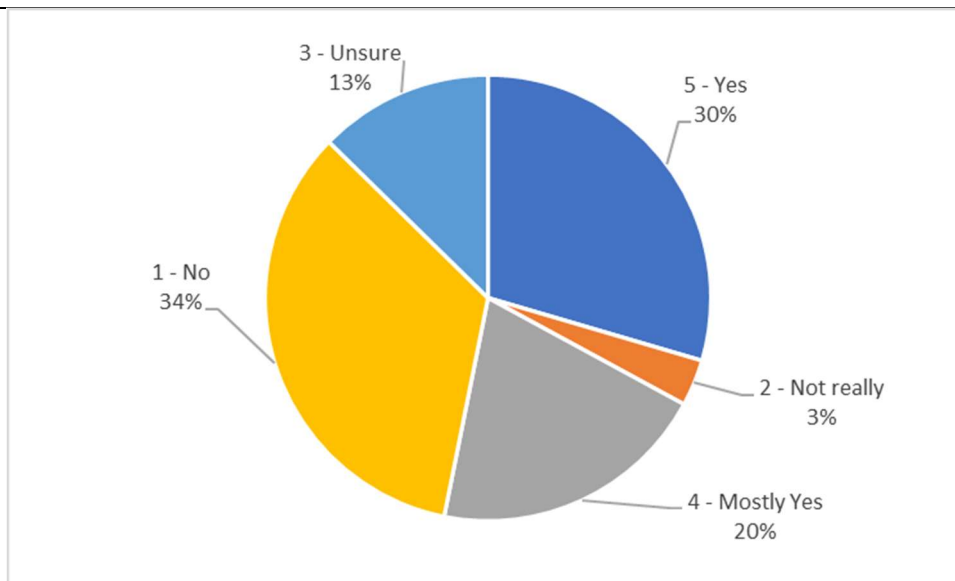
It is important to recognise that the options for Lytton Way form just a part of the overall aims and objectives of the Station Gateway area, as presented throughout this document. While Option 2 has emerged as the Preferred Option, the final solution for this AAP will be flexible in land use terms to move from Option 2 to Option 3 or other solutions, in accordance with sustainable travel aspirations and the overall opportunity the area presents, to bring about the best possible sense of arrival and gateway to the regenerated town centre. This will be in accordance with the objectives and key design principles of this Area Action Plan and Local Plan Policy TC4: Station Gateway.

The results from the questions are found below.

Preferred Option 2 – Do you support this option?

Preferred Option 2 for Lytton Way seeks to reduce the central area of Lytton Way between Swingate and Danesgate to a single carriageway and restricts movement to buses and taxis only.

Respondents were asked if they supported the option.



On a scale of 1 – 5, respondents could reflect their sentiment on how much they supported the proposal. From the results, 30% completely supported and 20% agreed with a mostly yes, providing a total of 50% of respondents. A total of 37% did not support the option.

Top comments why Option 2 was supported

Respondents were able to provide their positive thoughts on Option 2 in an open text box. The main comments and themes are summarised below:

1. Improves connectivity between the town centre and station.
2. Improves first impressions of the town; Nicer welcome into Stevenage and not met by a busy road.
3. Breaks the constraint of Lytton Way and unlocks potential for future development to the West of the station.
4. Attractive, pedestrian-scale arrival experience with reduction of vehicle types and greatly improved green infrastructure.
5. Maintaining through-traffic combined with roundabout junction to Danesgate will also optimise the current bus interchange operation without considerable re-routing.
6. Cleaner air from reduced Traffic.
7. Easier for pedestrians to walk to and from the bus stop and town centre. It will permit pedestrians to feel much safer, and will allow them to traverse easily to the town centre.
8. Future developments will add to the ""Hub"".
9. It will open more foot traffic and opportunities to use the area around the station in a more community-friendly way. Cars should be discouraged as a main transportation method, however the public transport needs to be significantly improved to achieve the desired effect!
10. It would considerably reduce the feeling I get of being oppressed by the traffic in that part of the town, by reducing noise, the amount of traffic and the overriding necessity to watch out. It would lead to greater connection between the Town Centre and the leisure park.
11. Makes Stevenage more welcoming. Lots separation between station and city centre.
12. With reclaimed land from the removal of the lanes of Lytton Way, it also provides the opportunity to potentially, if space permits, to erect high density office, and living space around the

station. This would be great as it could potentially result in people commuting to Stevenage itself, rather than having the populace commute elsewhere to places such as London.

13. Provisions for both Buses and Taxis only could lead to quicker pick-up/drop off times.

14. Would be impressive for a growing number of internationally significant companies locating here.

15. King's Cross is one of the places that is mentioned as an example.

King's Cross is good not only because it is modern and well connected by train and tube, but also because it has sport facilities for locals (Better St Pancras), places for shopping (i.e. Waitrose and local markets), a vibrant atmosphere (with the Central St Martins University of Arts London), cultural activities and displays (i.e. in Granary Square and theatres), green spaces, etc.

Likewise, King's Cross is good because their special atmosphere is the continuation of the rest of the city instead of being an isolated bubble (i.e. other Better gyms, theatres and green areas are found outside of that area, close by) This could be provided in Stevenage.

Top comments why Option 2 was NOT supported or liked

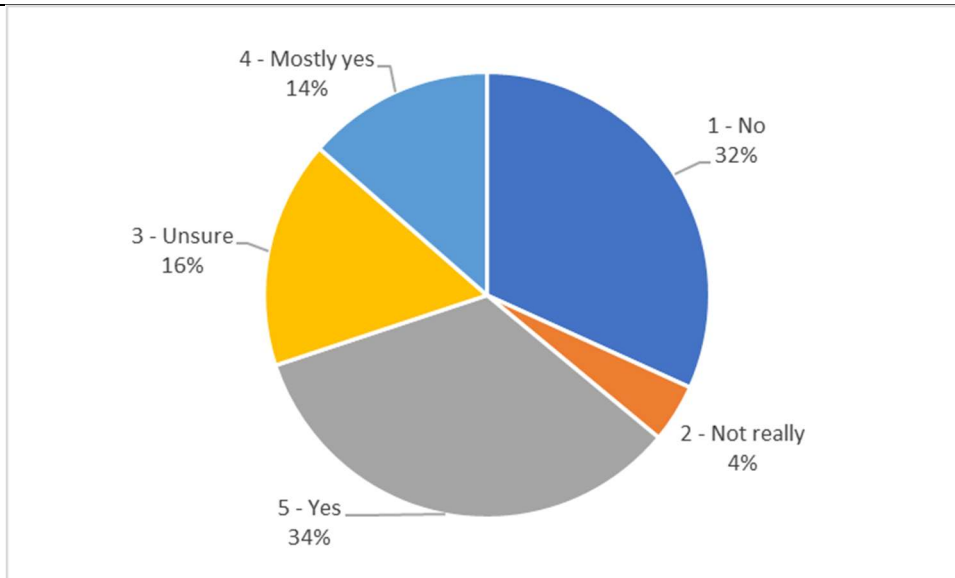
Respondents were able to provide their thoughts on why Option 2 may not work in an open text box. The main comments and themes are summarised below:

1. Traffic congestion – It will affect car movement and re-route around other parts of the town centre generating new problems elsewhere.
2. All the micro-simulation modelling I have seen of the impact of the closure of Lytton Way to general traffic indicates grid lock in the town.
3. Both Option 2 & 3 will have an impact on the response times for Police vehicles going North to respond to incidents etc. by not allowing emergency access the response times will increase as vehicle will have to take alternative routes to service the population of the north of Stevenage.
4. Car access and Parking.
5. Effect on safety, pollution and efficiency of the roads all around the area.
6. How will cars access the new multi storey car park at the station?
7. I am concerned by the number of places where cars cross cycle/walking routes. For cyclists particularly this can be dangerous and should be minimised. The current cycling route by the railway line is continuous and forms part of NCN12. I want this enhanced and not degraded.
8. I don't like the fact that the busses would cross the pedestrian route. I think buses and taxis should go around and leave the area fully pedestrianised.
9. Removes an essential thoroughfare through the town. Makes it harder to drop off/pick up from the station.
10. Concern is the servicing of new developments between Swingate and Danesgate if vehicle types are restricted.
11. Concerns surround entry to Tesco's.

Preferred Option 3

Preferred Option 3 for Lytton Way seeks to remove regular vehicle movement from the front of the station and Lytton Way ceases to be a through-route.

Respondents were asked if they supported the option. The chart below shows the breakdown of answers.



As with Options 2, On a scale of 1 – 5 (1 = No and 5 = Yes), respondents could reflect their sentiment on how much they supported the proposal. From the results, 34% completely supported and 14% agreed with a mostly yes, providing a total of 48% of respondents. A total of 36% did not support the option. There was a higher proportion of respondents which opted for the Unsure/Neutral decision, in comparison to Option 2.

Top comments why Option 3 was supported

As per Option 2, respondents were able to provide their positive thoughts on Option 3 in an open text box. The main comments and themes are summarised below:

1. The focus on the arrival experience is welcomed as Stevenage looks to improve how it's perceived through this regeneration effort.
2. Better access, to and from town centre. Better link from bus station and train station.
3. Creation of new car-free spaces reflects the heritage of the pedestrianised town centre.
4. Definitely great for anyone walking, much better impact for people visiting Stevenage for the day.
5. Easy access to the bus station.
6. Feel safer in term of less traffic and a cleaner environment for sustainable travel.
7. This option would cut down on heavy traffic in and around the train station and indeed pollution.
8. Plazas are great to add greenery and scenery, which is beneficial to those who use them.
9. Looks like a fabulous place to be and a worthy entrance to the town.
10. An improved space for pedestrians and cyclists.
11. More facilities in the public realm (such as seating, shops), will make it an attractive place to be.

Top comments why Option 3 was NOT supported or liked

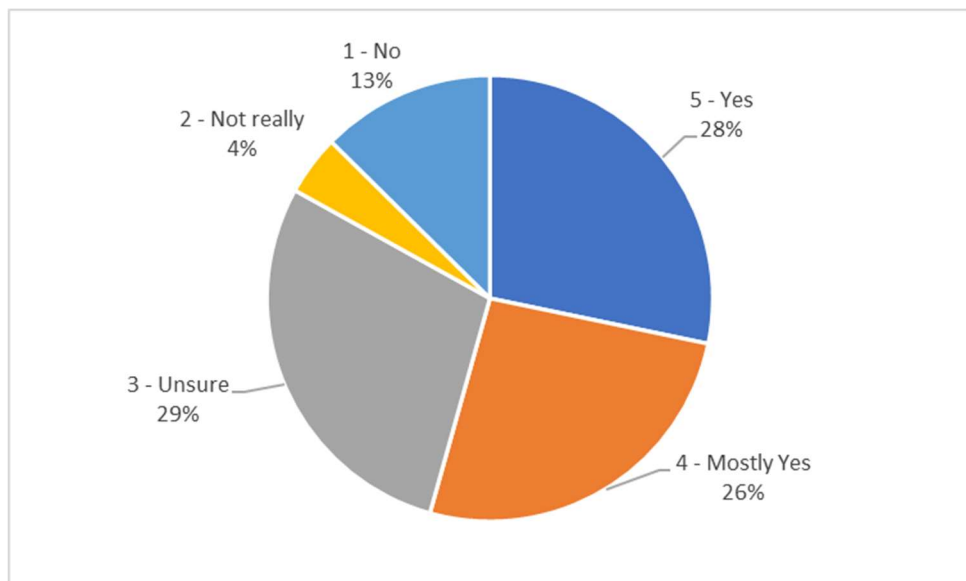
As per Option 2, respondents were able to provide their thoughts on why Option 3 may not work in an open text box. The main comments and themes are summarised below:

1. A plaza might create additional space for Anti Social Behaviour.
2. Traffic congestion - "All it will do is move the pollution and traffic to the side roads, making things worse for drivers".
3. Growth in the town - At a time when large amounts of residential properties are being constructed in Stevenage it is madness to further restrict the already congested town centre traffic.
4. Bus journeys would take longer.
5. Complicates local transportation connections from the rail network, takes additional bus and taxi routing time.
6. Hard to drop-off/pick-up passengers by car
7. How will cars access the new multi storey car park at the station.
8. Lytton way is a vital thoroughfare through the town, especially for those from the south of the town.

Preferred Cycle Option

The Cycle Path Preferred Layout seeks to retain the existing bicycle path and creates a new segregated path within the revised Lytton Way street profile. This was the preferred option from the first consultation held in 2021 for the Issues and Options AAP.

Respondents were asked if they supported the option. The chart below shows the breakdown of answers.



On a scale of 1 – 5 (1=No and 5 =Yes), respondents could reflect their sentiment on how much they supported the proposal. From the results, 28% completely supported and 26% agreed with a mostly yes, providing a total of 54% of respondents in full/partial support. A total of 17% did not support the option.

General Comments on the Cycle Option

1. Encourage walking and cycling for cleaner air and health to the benefit of us all by providing safe and easy access by bike and by foot to the station and surrounding facilities.

2. The cycle ways are important in the town and need to be included to ensure good active travel links to the station.
3. As a cyclist I don't think there would need to be two cycle paths running parallel as long as there is clear signage of how to enter the bike path.
4. Cycle path needs more lighting.
5. Current cycle routes are fine.
6. I don't cycle around the town currently, due to concerns over safety, however the introduction of more well-maintained, safer cycle paths may lead to this changing.
7. I don't see the point of introducing another cycle path that runs parallel to the existing cycle path which is never heavily used. Stevenage already has a very good cycle path provision.
8. Easier connections to the station would be welcome.
9. This will reduce a significant barrier to cycling accessibility in the New Town. As a current cyclist access to the new town is extremely frustrating coming from the North/West of the station as you need to dismount either on the north of town, at the station or cycle all the way south to Six Hills way.

Summary

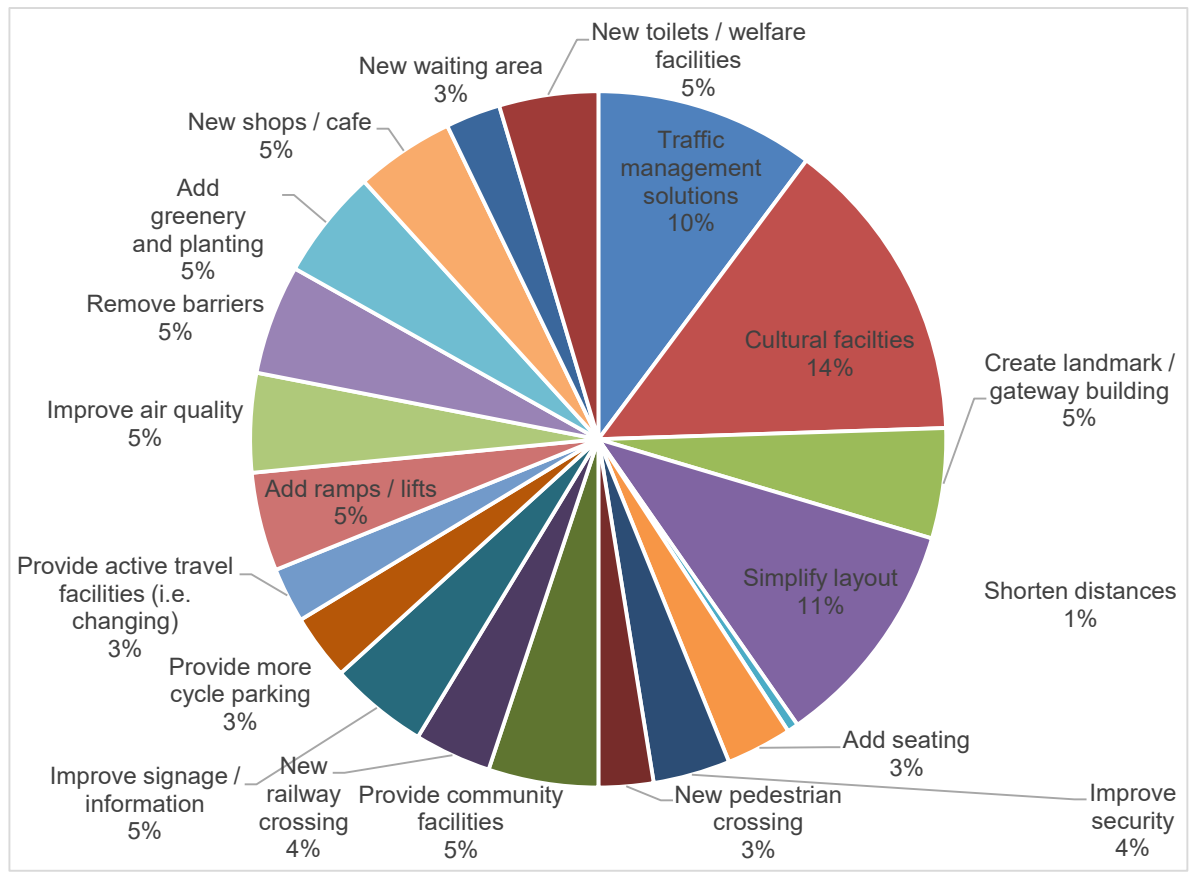
The options and opportunities section of the consultation proved a popular area for consultees. It is clear that respondents are supportive of change, but concerns lie with traffic and congestion and how the surrounding network can cope if radical changes were made.

Option 2 was the preferred choice, but some respondents felt there needed to be viable alternatives in place before any significant changes could occur.

Map - Aim of question: To enable respondents to pinpoint positive or negative comments spatially

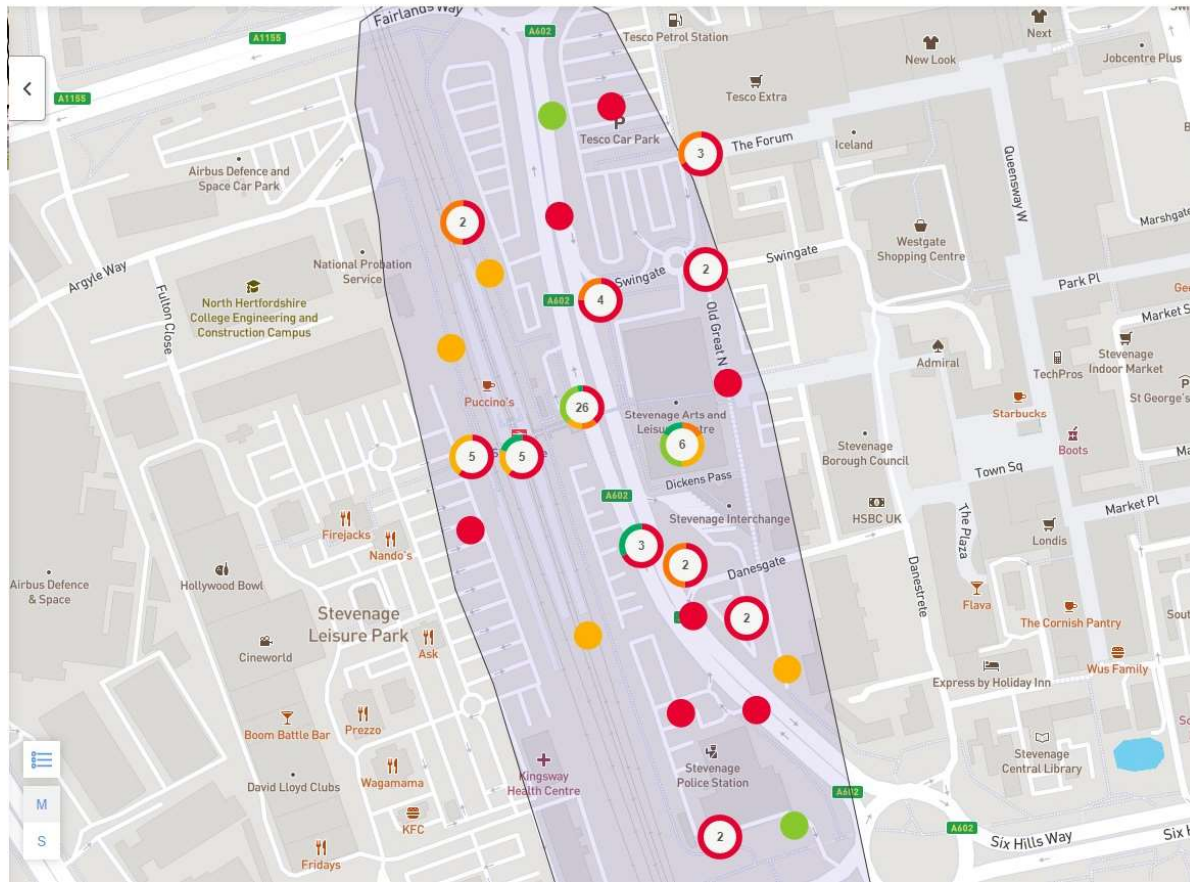
How could this place be improved?

Many suggestions were made by respondents to improve the area. The top three responses included improved cultural facilities (14%) such as a theatre, a simplified layout (11%) and traffic management solutions (10%). The breakdown of all suggestions is shown in the chart below.



Map with pinpoint comments

The map below shows the comments placed spatially on a map highlighting positive and negative comments.



Main themes from map comments

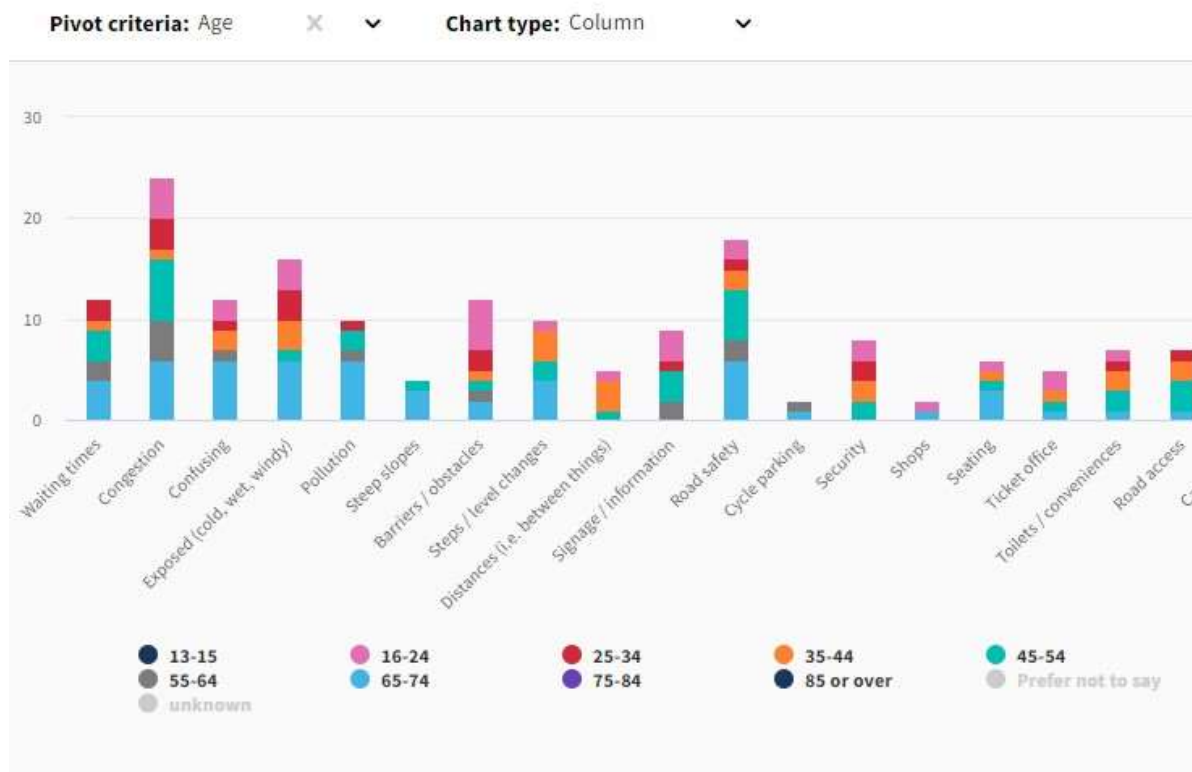
Positive	Negative
<p>1 – The theatre is a community asset and in the best location.</p> <p>2 - Cycleways are still an asset to Stevenage.</p> <p>3 – AAP proposals will improve connectivity between station and town.</p> <p>4 – The pedestrian overpass is currently the quickest way to cross over to the new town.</p>	<p>1 – Cycle path lightning is too dark at night.</p> <p>2 - Green space is underutilised and is inaccessible to pedestrians. Redevelopment should seek to make this area more functional.</p> <p>3 – Entry and exit for Tesco does not work.</p> <p>4 – Congestion</p> <p>5 – The leisure park has no through route for cyclists or pedestrians.</p> <p>6 – Safety concerns, especially at night.</p> <p>7 – Poor signage.</p> <p>8 – Drop off / pick up points do not work.</p>

9 – Buses north bound do not use the bus station – suggestion of all buses using the new bus station for consistency.

What do you not like / current problems?

Respondents were able to pin point areas which have current problems. The following chart shows the types of problems broken down by age.

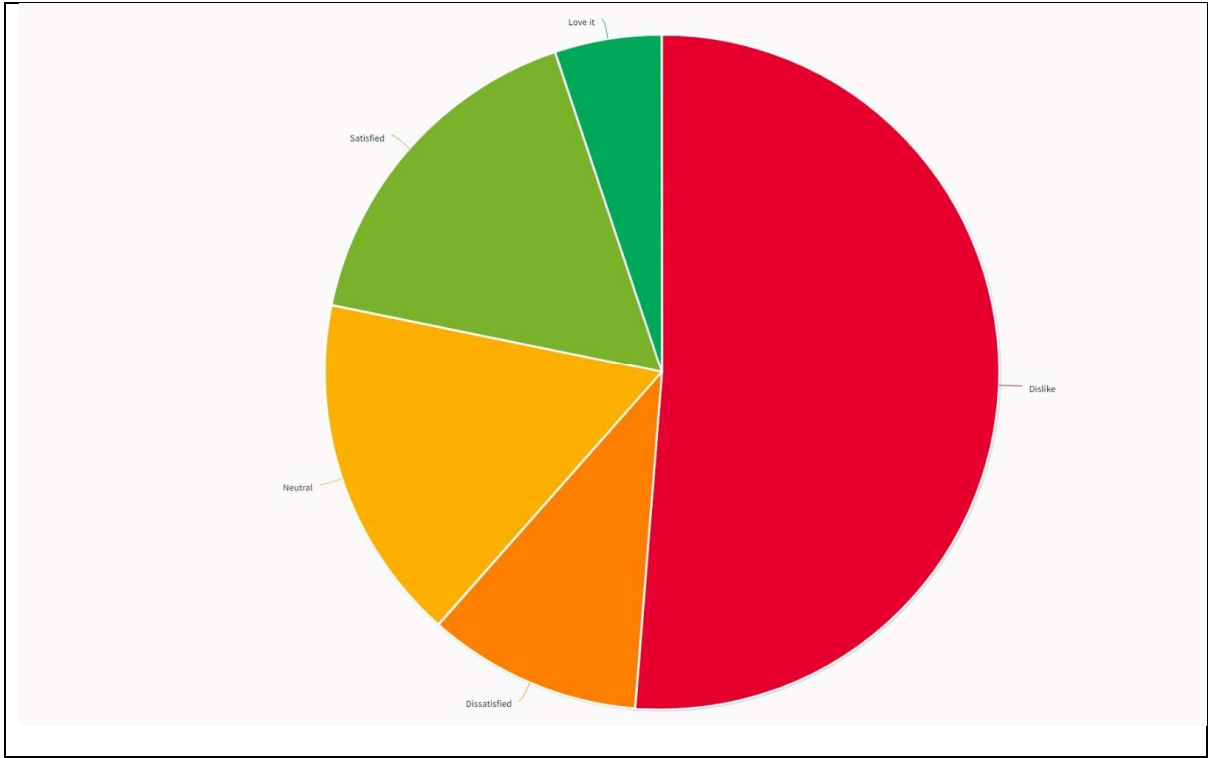
The top two problems highlighted by the consultation include Congestion and Road Safety.



General sentiments of the station and surrounding area

The consultation captured how people felt about Stevenage Station and surrounding area. The following chart displays this information.

Over half of respondents disliked or were dissatisfied with area.



Appendix 2 – Responses to the consultation and agreements

ID	Name/Org	Theme of Comment	Agreements (the number of consultees which agreed with comment)	Comment ID	Can you rate the following AAP objectives in order of how important they are for the station and surrounding area - Emerging Framework (1 very Important - 8 least important)	Regarding development north and south of the railway station, what would you like to see? - Emerging Framework	SBC Response
1	Member of public	Emerging Framework		64164a647571c100198ecec5	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Future proof the design for new technologies, A new arrival experience, Making the most of digital connectivity and high-speed broadband, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Celebrating the heritage of the town	Transport Hub, Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
2	Member of public	Emerging Framework		64149c5f29a2d200192041f3	Low carbon developments to tackle Climate Change, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, A new arrival experience, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
3	Member of public	Emerging Framework		64144cbd75131900197902cf	Celebrating the heritage of the town, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband	Cultural Facilities (e.g. theatre, heritage related), Retail, Leisure / Sports Facilities , Retain car parks, Transport Hub, Public Realm	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
4	Member of public	Emerging Framework		641446a07513190019790272	Making the most of digital connectivity and high-speed broadband, Future proof the design for new technologies, Celebrating the heritage of the town, Low carbon developments to tackle Climate Change, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhance public space with biodiversity, habitats, urban drainage and improving air quality, A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc.	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

5	Member of public	Emerging Framework		6412ff13a127db00190ca9b5	New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Employment / Industrial , Retail, Offices / Flexible Working Spaces, Housing, Cultural Facilities (e.g. theatre, heritage related), Public Realm , Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
6	Member of public	Emerging Framework		640f0f6133dc4b001928dc71	Making the most of digital connectivity and high-speed broadband, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Future proof the design for new technologies, Celebrating the heritage of the town, A new arrival experience	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
7	Member of public	Emerging Framework		640f0de3d349fd0018fd4fec	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Celebrating the heritage of the town, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband, A new arrival experience	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
8	Member of public	Emerging Framework		640f0d5e8df520001968c7db	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
9	Member of public	Emerging Framework		640e5172be3c6c0019e8b697	A new arrival experience, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband, Celebrating the heritage of the town	Housing, Hotel, Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Retail, Transport Hub	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
10	Member of public	Emerging Framework		6408b7ad8547e10019d4312b	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Low carbon developments to tackle Climate Change, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Cultural Facilities (e.g. theatre, heritage related), Retail, Transport Hub, Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

11	Member of public	Emerging Framework		6406547dc44a0d00196d0ec7	Making the most of digital connectivity and high-speed broadband, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Celebrating the heritage of the town, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Low carbon developments to tackle Climate Change	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
12	Member of public	Emerging Framework		63ff2d4f6492dd00184c89b9	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, A new arrival experience, Low carbon developments to tackle Climate Change, Celebrating the heritage of the town, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband	Open Space / Green Space, Transport Hub, Offices / Flexible Working Spaces, Public Realm , Temporary Uses	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
13	Member of public	Emerging Framework		63fa575687226d001a5d0cbf	Celebrating the heritage of the town, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, A new arrival experience, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc.	Retail, Temporary Uses, Open Space / Green Space, A landscaped area with a new skatepark on the South side would encourage uptake of a sport, provide a free activity for Stevenage's youth and encourage travel to Stevenage from surrounding towns all while being in view of the police station to prevent antisocial behaviour.	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
14	Member of public	Emerging Framework		63f4f5cec55e770019aeca0a	-	Retail, Open Space / Green Space, Leisure / Sports Facilities , Hotel, Cultural Facilities (e.g. theatre, heritage related)	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
15	Member of public	Emerging Framework		63f3e9941d273900192a4673	A new arrival experience, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Celebrating the heritage of the town, Future proof the design for new technologies, Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband	Offices / Flexible Working Spaces, Retail, Cultural Facilities (e.g. theatre, heritage related), Transport Hub, Open Space / Green Space, Outernet	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

16	Member of public	Emerging Framework		63f38397a3b78f0019ada006	-	Retain car parks, Transport Hub, Hotel	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
17	Member of public	Emerging Framework		63f20e188ef1840019b606fd	Future proof the design for new technologies, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Making the most of digital connectivity and high-speed broadband, Low carbon developments to tackle Climate Change, A new arrival experience, Celebrating the heritage of the town	Retail, Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Open Space / Green Space, Retain car parks, Public Realm	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
18	Member of public	Emerging Framework		63ef928a57d5580019d9bc71	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband, A new arrival experience, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops)	Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
19	Member of public	Emerging Framework		63ef8d53ce26740018f5ba6b	-	Not impressed shows a total bias in the way it has presented. Where are the options to nothing save money and accept cars. been designed	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
20	Member of public	Emerging Framework		63ef87c43e41ee001929d82f	A new arrival experience, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband, Future proof the design for new technologies	Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
21	Member of public	Emerging Framework		63ef86c3db330c0019f20a09	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Cultural Facilities (e.g. theatre, heritage related), Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

22	Member of public	Emerging Framework		63ecf1f97af02d0018afa847	-	Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Public Realm , Temporary Uses, Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
23	Member of public	Emerging Framework		63ea14d9ed4aa40019182c80	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband, A new arrival experience	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
24	Member of public	Emerging Framework		63ea0e5eed4aa40019182c19	-	Transport Hub	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
25	Member of public	Emerging Framework		63e3724840aa3500194a37fd	Low carbon developments to tackle Climate Change, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), A new arrival experience, Celebrating the heritage of the town, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
26	Member of public	Emerging Framework		63e35111477d320019aae3a0	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
27	Member of public	Emerging Framework		63e351111bd2b30019259b1f	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

28	Member of public	Emerging Framework		63e2d2b7477d320019aae297	Celebrating the heritage of the town, Future proof the design for new technologies, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband, A new arrival experience	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
29	Member of public	Emerging Framework		63e277d5c2edbf00191a4a44	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Retail, Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Transport Hub	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
30	Member of public	Emerging Framework		63e2390e7ff94c0019ed54cb	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), A new arrival experience, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband, Low carbon developments to tackle Climate Change, Celebrating the heritage of the town	Cultural Facilities (e.g. theatre, heritage related), Leisure / Sports Facilities , Transport Hub	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
31	Member of public	Emerging Framework		63e10fba5b3de30018311d72	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Offices / Flexible Working Spaces, Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
32	Member of public	Emerging Framework	1	63dc275fa44dc50019c02ef2	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Low carbon developments to tackle Climate Change, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Celebrating the heritage of the town, A new arrival experience, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops)	Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
33	Member of public	Emerging Framework		63db985221689900197ece2d	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Low carbon developments to tackle Climate Change, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	Leisure / Sports Facilities , Public Realm , Transport Hub, Cultural Facilities (e.g. theatre, heritage related), Retail	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

34	Member of public	Emerging Framework	1	63db7bdc689cef0019ac2462	-	Open Space / Green Space, Retain car parks, Cultural Facilities (e.g. theatre, heritage related), Leisure / Sports Facilities	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
35	Member of public	Emerging Framework	1	63dae95fb13ef400191c0408	New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), A new arrival experience, Future proof the design for new technologies, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Celebrating the heritage of the town, Low carbon developments to tackle Climate Change, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Making the most of digital connectivity and high-speed broadband	Leisure / Sports Facilities , Retail, Cultural Facilities (e.g. theatre, heritage related), Retain car parks, Offices / Flexible Working Spaces	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
36	Member of public	Emerging Framework	1	63da58c6f8bad10019b0bf7e	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Making the most of digital connectivity and high-speed broadband, Future proof the design for new technologies, Low carbon developments to tackle Climate Change, Celebrating the heritage of the town	Housing, Retail, Leisure / Sports Facilities , Transport Hub, Retain car parks, Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
37	Member of public	Emerging Framework		63d982bbff9f6001a5d4107	-	Hotel, Retail, Transport Hub, Offices / Flexible Working Spaces	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
38	Member of public	Emerging Framework		63d9805862022200195850f4	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband, Celebrating the heritage of the town	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
39	Member of public	Emerging Framework		63d91282ff400e001a55cd72	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Celebrating the heritage of the town, Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband	Offices / Flexible Working Spaces, Employment / Industrial , Hotel, Transport Hub, Public Realm , Retail	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

40	Member of public	Emerging Framework		63d861ce7a9a5a0019cf3751	-	Retain car parks, Open Space / Green Space	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
41	Member of public	Emerging Framework	1	63d84de474e497001a6bec9b	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Celebrating the heritage of the town	Transport Hub, Open Space / Green Space, Retain car parks, Leisure / Sports Facilities	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
42	Member of public	Emerging Framework	1	63d84c8fd93b7b00187ecdfa	A new arrival experience, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Low carbon developments to tackle Climate Change, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops)	Leisure / Sports Facilities , Cultural Facilities (e.g. theatre, heritage related), Retain car parks, Open Space / Green Space, Temporary Uses	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
43	Member of public	Emerging Framework		63d83cb57a9a5a0019cf33dc	A new arrival experience, Celebrating the heritage of the town, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Future proof the design for new technologies, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Making the most of digital connectivity and high-speed broadband	Housing, Offices / Flexible Working Spaces, Hotel, Cultural Facilities (e.g. theatre, heritage related), Leisure / Sports Facilities , Transport Hub, Retail, Employment / Industrial , Public Realm , Open Space / Green Space, Temporary Uses	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
44	Member of public	Emerging Framework	1	63d83a4974e497001a6bea2e	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Future proof the design for new technologies, Celebrating the heritage of the town, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Making the most of digital connectivity and high-speed broadband, Low carbon developments to tackle Climate Change	Transport Hub, Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

45	Member of public	Emerging Framework		63d82a8c74e497001a6be872	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Celebrating the heritage of the town, A new arrival experience, Future proof the design for new technologies, Making the most of digital connectivity and high-speed broadband, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change	Offices / Flexible Working Spaces	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
46	Member of public	Emerging Framework		63d822d17a9a5a0019cf3161	Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., A new arrival experience, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change, Celebrating the heritage of the town, Future proof the design for new technologies, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
47	Member of public	Emerging Framework		63d8221074e497001a6be7cf	New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Future proof the design for new technologies, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Celebrating the heritage of the town, A new arrival experience, Making the most of digital connectivity and high-speed broadband, Enhance public space with biodiversity, habitats, urban drainage and improving air quality, Low carbon developments to tackle Climate Change	Housing, Retail, Employment / Industrial , Open Space / Green Space, Retain car parks	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
48	Member of public	Emerging Framework		63d80b56d93b7b00187ec7d9	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
49	Member of public	Emerging Framework		63d7fd9274e497001a6be563	A new arrival experience, Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc., Enhance public space with biodiversity, habitats, urban drainage and improving air quality, New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops), Low carbon developments to tackle Climate Change, Future proof the design for new technologies, Celebrating the heritage of the town, Making the most of digital connectivity and high-speed broadband	-	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.
50	Member of public	Emerging Framework		63d7fd5a4dac00001a824a27	-	Retail, Leisure / Sports Facilities , Open Space / Green Space, Places ro seat down with trees and flowers.	Comments noted and acknowledged. We look to improve things through new initiatives and will continue to be open to new ideas in order to assist with providing a high quality environment for all. The results will feed in to out Local Plan Review.

ID	Name/Org	Theme of Comment	Agreements	Comment ID	How do you feel about this place? - Map of the station and surrounding area	What area are you commenting on? - Map of the station and surrounding area	Are there any issues or problems in this place? - Map of the station and surrounding area	How could this place be improved? - Map of the station and surrounding area	Any other comments? - Map of the station and surrounding area	SBC Response
51	Member of public	Map of the station and surrounding area		64150ba629a2d20019204409	Neutral	Staircase from pedestrian bridge	Confusing	Add ramps / lifts	Stairs direct pedestrian traffic northward away from new bus interchange, so not a welcoming multi-modal transportation connection; pedestrian bridge is more welcoming pathway for crossing Lytton Way however, rather than facing intimidating high-speed cars even with street-level walk signal now	Issues with accessibility, signage/wayfinding and road issues. SBC are working with HCC on Sustainable Travel Town initiatives to resolve issues around the network and will also use feedback to inform the decisions in a Local Plan Review.
52	Member of public	Map of the station and surrounding area		64149ca6883fb400188c32fa	Neutral		Signage / information	Improve signage / information	Signs in this area state that the shared use cycle path ends a few yards short of the crossing where you can cycle. Which seems pointless.	Issues with signage/wayfinding noted. SBC are working with HCC on Sustainable Travel Town initiatives to resolve issues around the network.

53	Member of public	Map of the station and surrounding area		64144ce042f40000197a825e	Dislike	Swinggate carpark between station and town centre	Exposed (cold, wet, windy), Barriers / obstacles, Steps / level changes, Distances (i.e. between things), Security, Car parking	Add ramps / lifts, Provide more cycle parking, Provide community facilities, New shops / cafe, New toilets / welfare facilities, Add greenery and planting, Improve air quality, Improve security	The effort to renew the railway station surroundings is wasted if it doesn't lead anywhere. Without fixing swinggate, all you're doing is creating new flats and inconveniencing resident public. Large investment should first make the path from leisure centre to town centre attractive and welcoming.	Issues noted and will be fed back to the relevant teams.
54	Member of public	Map of the station and surrounding area		64144691a9f6ee00191508b6	Satisfied	Station Drop-off zone			The station drop-off/pick-up zone is great. The plans propose making car drop-offs substantially further away. This would force drop-offs into the leisure centre, or make them far away, which is bad for residents and visitors, who have to handle luggage and mobility issues a long way, and probably without weather protection.	Access and drop off/pick up points has been noted as an issue.
55	Member of public	Map of the station and surrounding area		64139b2094ccc8001925a8e5	Neutral	West-side ramp access	Signage / information	Clarify cycle access signing	I think the leisure park landowners have chosen to exclude cyclists from their ramp, but there is no prohibition on the main ramp	Signage issues noted and will be fed back to the relevant teams.

									to Argyle Way. The result is confusing signing for everyone, on the easiest northbound cycle exit.	
56	Member of public	Map of the station and surrounding area		641367ee55cd620019000ce2	Satisfied	Cycleway route 12.	Cycleway route 12. It is essential that this route remains. Any additional routes must be in addition to this fast uninterrupted route for people travelling north south by cycle not wanting to access the rest of town., Cycle parking	Provide more cycle parking, Better lighting at northern end.		Cycle network/ signage / lightning issues. Issues noted and will be fed back to the relevant teams.
57	Member of public	Map of the station and surrounding area		6413608555cd620019000c8d	Love it	Lytton Way crossing	Signage / information		The crossing is really convenient and has made cycling to the station much more pleasant.	Signage issues noted and will be fed back to the relevant teams.

58	Member of public	Map of the station and surrounding area	64133cd6a127db00190cb16f	Dissatisfied	New car park	Confusing, Pollution, Cycle parking	Provide more cycle parking, Provide active travel facilities (i.e. changing), New toilets / welfare facilities, Improve air quality	<p>Is there a mixed message here? Stevenage is now describing itself as a sustainable travel town yet as you arrive by train from the north the first thing you see is a massive shiny new car park. Unfortunately the multi-storey car park has caused a visual block close to the east side of the vital cycle route. The sides of the structure are too opaque for people to be observed. In addition on the other side of the fence a dead end area has been created which could be hazardous. At the least the route from here north to the bottom of the slope must be checked, after dark, to ensure that the lighting is sufficient for the new situation and there must be a maintenance regime to maintain sightlines.</p>	<p>Issues noted and will be fed back to the relevant teams. The use of sustainable travel is an important point and this comment is noted. Our Mobility Strategy (2016) , Future Town, Future Transport (2019) and Walking/Cycling Strategy (2018) work towards a modal shift and sustainable transport methods to encourage walking and cycling. This is being pushed further with Stevenage Sustainable Travel Town (STT) Implementation Plan. The key difference from previous initiatives is that the Sustainable Travel Town will fully integrate behavioral change techniques with infrastructure improvement</p>
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59	Member of public	Map of the station and surrounding area	641338076ef88e001a39002e	Neutral	Stevenage Bus Station	Congestion, Confusing	Shorten distances, Traffic management solutions	<p>It is hugely disappointing that, apparently for financial reasons, this compromise layout was adopted. Amongst other things it hugely adds to bus journey times between the north and south of the town and will make the aspiration of an electric spine public transport route between the Roebuck and the Lister harder to achieve. With the original proposal to have the bus stops alongside and parallel with the railway there would have been no need to spin backwards and forwards between the Lytton Way roundabouts. The design could have allowed for a future upgrade of public transport provision.</p>	Congestion/traffic. An area of work being closely modelled to address the current and future issues with the roads.
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60	Member of public	Map of the station and surrounding area		64133167a127db00190cb084	Dislike	Stopping area for cars picking up and dropping off	Congestion, Pollution, Road safety, Dropping off and picking up should either be strictly patrolled or ticketed(charged) unless for disabled access. The number of motorists who idle their engines while waiting is awful. An opportunity to charge for parking is being missed.	Improve air quality, Improve security, Traffic management solutions		Congestion/tr affic. An area of work being closely modelled to address the current and future issues with the roads.
61	Member of public	Map of the station and surrounding area		6413018b0e6306001992c8cb	Dislike	Lytton Way	A barrier to the town centre	Traffic management solutions	Removal of vehicular traffic would improve connectivity to the town centre	Connectivity issues noted.
62	Member of public	Map of the station and surrounding area		6412fe0278da22001a2022a6	Dislike	Poor connection from Town centre to Station	Congestion, Confusing, Exposed (cold, wet, windy), Steps / level changes		AAP proposals will improve connectivity between the station and town centre	Connectivity. Positive point noted.
63	Member of public	Map of the station and surrounding area	1	640a16c6d115ce0019848c1d	Satisfied				The existence of this road as a route between Fairlands Way and Six Hills Way stops other roads being more congested.	Congestion/tr affic. An area of work being closely modelled to address the current and future issues with the roads.
64	Member of public	Map of the station and surrounding area		640655162e82f90019c2a968	Satisfied	South Car Park	Car parking	License plate recognition rather than chip coins.		Noted
65	Member of public	Map of the station and surrounding area		64046d847ac6e90019d1adfb	Dislike	Stevenage			No	Noted
66	Member of public	Map of the station and surrounding area	2	64033d89ff65370019fa9084	Dislike	Congestion	Waiting times, Congestion			Noted

67	Member of public	Map of the station and surrounding area		640327032e82f90019c282c9	Dislike	Traffic lights / crossing	Road safety, Confusing	Ramp via the over bridge		Noted
68	Member of public	Map of the station and surrounding area		63ff0a445b627a0018c00722	Neutral	Stevenage Station Bridge	Steps / level changes	Add ramps / lifts	Perhaps a lift could be added at the stairs by the coach stop as at the moment it's difficult for anyone who's disabled or has a child in a buggy to get from the bus station or coach stop to the railway station without going all the way round to back of the Leisure Centre to the slope that leads to the bridge.	Accessibility to the station. Issues noted and will be fed back to the relevant teams.
69	Member of public	Map of the station and surrounding area		63fe40b76492dd00184c7c2d	Dislike	New Train Station	Congestion, Exposed (cold, wet, windy), Steps / level changes, Distances (i.e. between things), Signage / information, Toilets / conveniences, Ticket office, Seating, Shops, Barriers / obstacles, Security	Simplify layout, Create landmark / gateway building, Improve signage / information, New railway crossing, New shops / cafe, New toilets / welfare facilities, New waiting area, Remove barriers, Add ramps / lifts, Add seating, Improve security,	A new train station building is absolutely essential and should be the core of the AAP, as funding and timescales for this are likely complex and will affect development of the surrounding area. Given the constrained nature of this environment with already narrow platforms, the station layout should be optimised to provide dual frontages with at-grade entrances, providing a	Local Plan review will incorporate many of these concerns and local plan policies will be examined to ensure they are sound.

								<p>Add greenery and planting</p>	<p>vastly improved amenity offer while freeing up platform space for increasing passenger numbers. If the current cycle route were re-routed (Cycling Option 1), this land could be used for a new southbound platform with an at-grade ticket hall and amenities leading to the Lytton way crossing. Extending platform 5 for northbound services and establishing a large station plaza surrounded by development (like Cambridge) is better suited to the West side with more land available. A proposal in this form would provide a future-proofed, impressive station with three platforms each north/southbound and would likely cause less disruption than attempting to construct the entire station above the platforms (potentially reducing costs),</p>
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									instead just constructing the glazed footbridge and public right of way overhead (like Reading station).	
70	Member of public	Map of the station and surrounding area		63fc33ef63c9f40019806d41	Neutral	The Stations Platforms 1 & 2	Waiting times, Exposed (cold, wet, windy), Signage / information, Security, Toilets / conveniences, Lack of decent shelters	Improve signage / information, Add ramps / lifts, New railway crossing, Remove barriers, New toilets / welfare facilities, Improve air quality, Improve security, Add seating, Add greenery and planting, Widen platforms to allow for better designed shelter and seating	A modernised contactless/Oyster/Tap-in-Tap-Out service needs to definitely be installed at Stevenage Train Station. Alongside larger, cleaner, new toilet facilities, and wider platforms with better shelter and seating from rain, wind and cold.	Accessibility to the station issues.

								spaces to be built		
71	Member of public	Map of the station and surrounding area	3	63fb402f7bccf1001998ba14	Love it	Lytton Way	None	Leave Lytton Way as it is	Leave Lytton Way as it is. The access for commuters by car is really important. Removing this you are adding extra cost to commuters as they have to find other ways to get to the station. If there were more reliable bus services this wouldn't be an issue. This seems like a massive waste of money	Traffic/connectivity of road comments noted.
72	Member of public	Map of the station and surrounding area	1	63fb3fc17bccf1001998ba0e	Satisfied	Taxi/drop off/pick up	Congestion, Exposed (cold, wet, windy)	Simplify layout, Traffic management solutions, Create a way for cars to come in and out easier without creating congestion		Noted

73	Member of public	Map of the station and surrounding area	3	63fa4e5d79d74200191ce06e	Satisfied	Station Drop-off Zone	Congestion, Confusing, Exposed (cold, wet, windy), Road safety, Car parking	Simplify layout, Improve signage / information, Traffic management solutions	Being able to drop someone off at the station is very convenient though this area would be better if it was bigger or had a better layout with a clear route and signage to drop-off and pick up..	Drop off/pick up/signage comments Noted.
74	Member of public	Map of the station and surrounding area	1	63fa4be987226d001a5d0c6c	Satisfied	Pedestrian overpass	The ramp leading up to the overpass from the town centre is too narrow.	Widen ramp.	The pedestrian overpass is the fastest and most convenient way to get to the station and the leisure park from the town centre. It's a great link between the town centre without having to cross roads or use lifts if you struggle or are unable to use stairs. The arrangement of walking through the Gordon Craig is novel and different from other towns which I feel is part of Stevenage's identity.	Walking Accessibility issues noted.

336	Member of public	Stevenage Station Gateway Area Map	1	63f64187bd340d0019ee60cd	Dislike	Railway Station/Lytton Way	Congestion, Exposed (cold, wet, windy), Pollution, Steep slopes, Steps / level changes, Shops, Seating, Ticket office, Toilets / conveniences	Simplify layout, Create landmark / gateway building, New railway crossing, Add ramps / lifts, Provide community facilities, Provide active travel facilities (i.e. changing), New shops / cafe, New toilets / welfare facilities, New waiting area, Add greenery and planting, Add seating	Enclosed ground floor Plaza style entrance to Railway station with public toilets and more shops/sit in cafe, better waiting areas on platforms. pedestrian walkway across to town centre would make the area more appealing welcome to Stevenage. The bridge across Lytton way is at present not great when the weather is not good. The drop off and pick up area which is shared with the taxi rank is not fit for purpose and too small. Maybe a section of the Leisure Park alongside the station could be used as a purpose made area as an added alternative.	Issues noted and will be fed back to the relevant teams.
337	Member of public	Stevenage Station Gateway Area Map		63f55d474dde820018f7ce9c	Dislike	Danesgate exit onto Lytton Way South	Waiting times, Congestion, Pollution, Road safety	Traffic management solutions, Add/Extended Filter Lane	Buses exiting the Interchange via Danesgate onto Lytton Way have to wait for a gap in the traffic as the bus lane on Lytton Way south doesn't come all the way up to the Danesgate intersection with Lytton Way!	Issues noted and will be fed back to the relevant teams.

									Extending this bus lane by removing some of the grass verge south of Dansgate would provide an extended bus lane / filter lane allowing buses to safely exit Danesgate without having to wait for a gap in the traffic. N.B. A similar solution should be applied to the Swinggate exit onto Lytton Way from Tesco car park. Removal of a section of the grass between Swinggate exit and the bus stop would create an extended filter lane for traffic exiting Swinggate onto Lytton Way (the way it used to be, and used to work well)	
338	Member of public	Stevenage Station Gateway Area Map	4	63f3e3e64f03ad00195c6869	Neutral		Road access, Car parking	Create landmark / gateway building, Traffic management solutions, Simplify layout	The Leisure Park, rightly or wrongly, is a main access point for many people using the station to commute. I often get dropped off or picked up here but often walk through it. The Leisure Park is not intended to be used for this but it does work well as an access to those	Issues noted and will be fed back to the relevant teams.

									coming from the Symonds Green/Fishers Green part of town. It would be nice to see this area formally become part of the train station rather than a back access. The land is privately owned but if it could be acquired to provide an improved drop off and pick up zone this would be good, as well as facilities for people entering and exiting the station. Please do not acquire this space for more housing/flats but to form part of the new, perhaps broader, Town Centre hub.	
339	Member of public	Stevenage Station Gateway Area Map	1	63f3e283ee5b6500190afa68	Neutral	Stevenage Station Ticket Hall	Exposed (cold, wet, windy), Steps / level changes, Seating, Ticket office, Toilets / conveniences, Distances (i.e. between things)	Simplify layout, Create landmark / gateway building, New shops / cafe, New toilets / welfare facilities, New waiting area	The main area of Stevenage Station is very small yet continues to increase in footfall with more and more commuters using the space. Whilst it is quite quick to gain access to the platforms as it currently is, I would prefer that the station was a bigger unit with more shops and services to	Issues noted and will be fed back to the relevant teams.

									use whilst waiting to meet people or burn time waiting for a train. I love that we have a Costa there and I use it regularly but would prefer a unit that I could sit inside sometimes. Toilets are only available to customers on the other side of the ticket barriers. Whilst this probably provides more control for the station, when you have small children and need to change nappies etc you need the toilets to be as convenient to access as possible - as well as an adequate size.	
340	Member of public	Stevenage Station Gateway Area Map	2	63f3e06eee5b6500190afa58	Dislike			Provide community facilities, New shops / cafe, Add greenery and planting, Improve air quality, Add seating, Create landmark / gateway building	Unsure what the future plans for Tesco Extra are but some time ago they were going to close this unit. I think it's time that Tesco left the space and it becomes repurposed for other units for people to use close to the train station. This area should form a new outdoor pedestrianised space which has	Land use changes noted and fed back to relevant workstreams.

									a variety of new shops, bars and restaurants that people can easily access on foot from the station. I feel this supermarkt is probably not needed now with the large Asda close by and the second Tesco not too far away in Broadwater. Supermarkets are better placed on the outskirts of a town centre. The town centre ought to focus on being a pedestrianised metropolis where people no longer have the need to bring a car to load up on groceries. This space could be better used but PLEASE not for more flats!	
341	Member of public	Stevenage Station Gateway Area Map	2	63f3def4ee5b6500190afa47	Neutral	Stevenage Arts and Leisure Centre	Steps / level changes, Security	Change of land use, Improve security, Improve air quality, Remove barriers	The Stevenage Arts and Leisure Centre has been a fantastic part of our town. Sadly I think it's time that the building was gone and the land use becomes an outdoor throughfare at ground level towards the town centre - led from a plaza out of the train station. It would	Theatre a community asset. Addressing land use changes in the area noted and fed bck to relevant workstreams.

									be good to see an open space lined with trees and plants that leads from the station to the main town centre hub. In removing this building it would be great to save part of it, the Gordon Craig Theatre which is much loved and if it could remain inside a new structure that would be fantastic. Of course that would mean only part of the space could be used as the throughfare to the town centre.	
342	Member of public	Stevenage Station Gateway Area Map	3	63f3dd611d273900192a45de	Dissatisfied	Lytton Way	Distances (i.e. between things), Exposed (cold, wet, windy), Confusing, Toilets / conveniences, Road access	Simplify layout, Create landmark / gateway building, Remove barriers, New shops / cafe, Add seating, Pedestrianised Plaza, Provide community facilities, Provide more cycle parking	Lytton Way is used as a main road through the town by car, I personally use it almost every day in the car. I feel however it is time to close it and the space should form a major part of a new Town Centre. The arrival point into Stevenage ought to be welcoming. In closing this through road and leaving just access to the car parks on one side and the bus entry and exit on the other side, there could be a	Landmark buiding \ sense of arrival

									central pedestrian space. This space should flow through to the new town (assuming the Leisure Centre building will be taken down) and should be filled with seating areas, cafe's, shops etc. The area needs to be full of activity and an area that is clean and feels safe for those arriving and departing the town.	
343	Member of public	Stevenage Station Gateway Area Map	3	63efd95397d7ba00182ef3ad	Dissatisfied	Entrance to drop off/pick up point of train station	Waiting times, Congestion, Road safety	Simplify layout, Traffic management solutions, There needs to be a better layout for cars waiting as part of drop off / pick up. There is not enough space and this shouldn't be shared with taxis. Better layout for more cars waiting is needed		Issues noted and will be fed back to the relevant teams.
344	Member of public	Stevenage Station Gateway Area Map	2	63ef868e3e41ee001929d811	Dislike	Rail passengers	Seating, Access to railway station		If lytton way is reduced to one lane in each direction (taxis	Issues noted and will be fed back to

									or busses only) how do rail passengers get to the railway station by car	the relevant teams.
345	Member of public	Stevenage Station Gateway Area Map	1	63ef84ef158cf10 019bf6cf4	Dislike	railway station	Waiting times, Congestion, Steps / level changes, Signage / information, Road safety, Security, Ticket office, Toilets / conveniences, Road access, Car parking, Not fit for purpose. Needs more stairs to platforms and due to new road layout a nightmare. Access to staff car park can be blocked by vehicles trying to get to taxi rank waiting area. Taxis parking in disable bays when taxi lanes full.	Create landmark / gateway building, New railway crossing, Add ramps / lifts, Provide active travel facilities (i.e. changing), New toilets / welfare facilities, Improve security, Traffic managem ent solutions		Issues noted and will be fed back to the relevant teams.
346	Member of public	Stevenage Station Gateway Area Map	3	63ee3fdeff2d420 01966016a	Dislike	Tesco car park	Confusing, Pollution, Barriers / obstacles, Road safety, Blocks the pedestrian and cycling route between the new town centre and Ditchmore Lane (for the High Street).	Traffic managem ent solutions, Remove at least some of the car park to restore a safe and continuous route for cyclists and pedestrian s	Hard to see how this Tesco development was ever allowed to proceed in this way	Issues noted and will be fed back to the relevant teams.

347	Member of public	Stevenage Station Gateway Area Map	3	63e8f8b5ed4aa4001918270d	Dislike	bus stop outside Rail Station.	Waiting times, Congestion, Confusing, Exposed (cold, wet, windy), Pollution, Steep slopes, Seating, Since the opening of the bus station some northbound buses eg 301 do not use the bus station, but only use the rail station. This means that passengers for Lister or the Old Town have to choose between here and the bus station, increasing waiting time. This area is a very unpleasant area to wait, not helped by the fast speed of the approaching buses.	Ensure all buses use the Bus Station.		Bus station and connetivity.. Issues noted and will be fed back to relevant workstreams.
348	Member of public	Stevenage Station Gateway Area Map	1	63e8f638ed4aa400191826e3	Dislike	station pick up area/Taxi rank	Congestion, Confusing, Exposed (cold, wet, windy), Pollution, Road safety	Separate the pick up area from the taxi rank, moving the taxi rank further from the station.		Issues noted and will be fed back to the relevant teams.
349	Member of public	Stevenage Station Gateway Area Map	1	63e8f4aa1bd2b3001925cb86	Dislike	Lytton Way		Reduce Lytton Way from 3 to 2 lanes pending further changes later		Issues noted and will be fed back to the relevant teams.

350	Member of public	Stevenage Station Gateway Area Map	5	63e8f2549c89d500190024b1	Satisfied	Stevenage Arts and Leisure Centre	I am opposed to the demolition of the Leisure Centre. It is a waste of the materials and energy spent on its construction, at a time when we must be conserving energy and materials.		Environment. Comments noted and will be fed back to the relevant workstreams.
351	Member of public	Stevenage Station Gateway Area Map		63e8f02bddf95b0018f8a8a5	Love it	Station Cycle Hub		Provide active travel facilities (i.e. changing), Provide more cycle parking, I strongly support a cycle hub, containing cycle parking, cycle hire, facilities to recharge e-cycles, e-scooters, wheelchairs etc, changing rooms etc, both at the Station and at the Town Centre and elsewhere eg Listerc	Issues noted and will be fed back to the relevant teams.

352	Member of public	Stevenage Station Gateway Area Map		63e8ee301bd2b3001925cb49	Dislike	Stevenage Bus Station	Waiting times, Exposed (cold, wet, windy)	Provide community facilities, There is little point in spending money on a new bus station only to make the buses impossible or difficult to use due to lack of buses, caused by a lack of drivers, due to Brexit meaning a lack of lorry drivers, and bus drivers becoming lorry drivers.	Issues noted and will be fed back to the relevant teams.
353	Member of public	Stevenage Station Gateway Area Map		63e8eb8addf95b0018f8a886	Dislike			Provide community facilities, There is little point in spending money on a new bus station only to make the buses impossible or difficult to use due to lack of buses, caused by a lack of drivers, due to	Issues noted and will be fed back to the relevant teams.

								Brexit meaning a lack of lorry drivers, and bus drivers becoming lorry drivers.		
354	Member of public	Stevenage Station Gateway Area Map		63e8ea64ed4aa4001918266c	Dislike	Stevenage Railway Station	Exposed (cold, wet, windy), Steep slopes, Steps / level changes	Add ramps / lifts, provide step-free access to platforms/ walkway by replacing steps with escalators and accessible lifts.		Accessibility/ exposed walkways - Issues noted and will be fed back to the relevant teams.
355	Member of public	Stevenage Station Gateway Area Map		63e8e8c11bd2b3001925cb1d	Dislike	Danesgate/Lytton Way junction	Congestion, Waiting times, Road safety, Road access, Buses exiting the bus station have to wait for a gap in the traffic.	Simplify layout, Extend the bus lane south of Danesgate to Danesgate.		Congestion / traffic issues are noted and fed back to the relevant workstreams.
356	Member of public	Stevenage Station Gateway Area Map		63e8e53005e9170019c846bc	Dislike	Stevenage Police Station	Pollution, Barriers / obstacles, Road safety, The police station has a large car park and awkward entrances. adding to the car-dominated nature of the area.	Move police station out of the town centre, and reuse the building for offices etc with reduced parking, add to Action		The Police Station and its accessibility will be analysed thoroughly to ensure it is not compromised in the new plans.

								Plan Area to ensure consistent approach.		
357	Member of public	Stevenage Station Gateway Area Map	1	63e8d7051bd2b3001925ca55	Dislike	Road exit from Swingate on Lytton Way south	Congestion, Waiting times, Road safety	Traffic management solutions	The temporary cones which have replaced the old cut through which allowed traffic to exit quickly could easily be rectified by replacing the coned off area with a bus only lane until just after the junction. This would allow traffic exit like it did before in between buses and also still give buses priority in that lane which feeds directly towards the bus station.	Congestion / traffic issues are noted and fed back to the relevant workstreams.

358	Member of public	Stevenage Station Gateway Area Map	63e56c081bd2b3001925b435	Dislike	Drop off/Taxi rank station	<p>Congestion, Exposed (cold, wet, windy), Pollution, Barriers / obstacles, Steep slopes, Steps / level changes, Distances (i.e. between things), Signage / information, Road safety, Security, Seating, Toilets / conveniences, Road access, Car parking, Onward connections during major events</p>	<p>Simplify layout, Create landmark / gateway building, New pedestrian crossing, Improve signage / information, New railway crossing, Add ramps / lifts, Remove barriers, Provide active travel facilities (i.e. changing), New toilets / welfare facilities, New waiting area, Improve air quality, Improve security, Add seating, Traffic management solutions, Provide adequate floor space for rail operations</p>	<p>The cleaning in this area is very poor. And Network Rails maintenance of the station/Highways foot bridge and SBC staircase & lift is very poor. It gives a very poor welcome for the town</p>	<p>Accessibility issues around the station are noted and fed back to the relevant workstreams.</p>
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359	Member of public	Stevenage Station Gateway Area Map	1	63e51eb71bd2b3001925b0c8	Dissatisfied	Exit from Swingate to Lytton Way	Waiting times, Congestion, Pollution, Road safety, Car parking	Simplify layout, Traffic management solutions	Agree with other commenters that the removal of the filter lane from Swingate onto Lytton Way has been an absolute disaster. The situation has improved greatly since a temporary filter lane was introduced. This should be made permanent. This is the only exit point onto a main road for over 1,000 parking spaces (560 Tesco, 395 Westgate, 95 Sports centre car park F). Traffic flow out of these car parks is a valid consideration. Please make the current temporary arrangement permanent, or reinstate the old filter lane.	Congestion / traffic issues are noted and fed back to the relevant workstreams.
360	Member of public	Stevenage Station Gateway Area Map		63e43c531bd2b3001925aa46	Neutral	Cycle path	Confusing	Simplify layout, Improve signage / information		Noted
361	Member of public	Stevenage Station Gateway Area Map	1	63e370eb40aa3500194a37cd	Dissatisfied	Tesco car park	Congestion, Road safety, Road access, Car parking	Simplify layout, Traffic management solutions		Noted
362	Member of public	Stevenage Station Gateway Area Map	3	63e34dfbc2edbf00191a4f1a	Satisfied	Dual carriageway	Congestion	Keep as dual carriageway and		Noted

								flow of traffic with two lanes not one		
363	Member of public	Stevenage Station Gateway Area Map	1	63e2a8f640aa3500194a3415	Satisfied	Pedestrian footbridge			The bridge between the station and town is a great way of ensuring everyone gets on their journey. Commuters already exit the train station on the second floor and have a safe way of travelling the A602 without waiting in the rain or risking danger to themselves or drivers. I'm not sure why it was deemed a good idea to make Commuters walk up stairs to exit the platform, then back down stairs to exit the station, wait at a busy road for the lights to change in all weather condition, and have the steady flow of car traffic held up for people to cross in comparison to the functioning of the bridge	Coonectivity and Accessibility issues are nored and will be fed back to the relevant workstreams.

364	Member of public	Stevenage Station Gateway Area Map	7	63e2a6dd477d320019aae11c	Dislike	Exit to A602	Waiting times, Congestion, Pollution, Barriers / obstacles, Road access	Simplify layout, Remove barriers, Traffic management solutions	Removing the filter lane from Tesco and Westgate was a mistake, it hasn't reduced the amount of cars, only increased the amount of cars waiting with idle engines. It has been eased since instating the cones, and the filter lane should be reintroduced, particularly as the A602 will become used by more drivers when the multi storey car park at that station opens	Congestion / traffic issues are noted and fed back to the relevant workstreams.
365	Member of public	Stevenage Station Gateway Area Map	2	63e29ced40aa3500194a339c	Dislike	swingate	Congestion, Waiting times	Simplify layout, Traffic management solutions	Removing the lane to exit Tescos was a mistake and has caused no end of chaos for anyone leaving the town from this exit.	Congestion / traffic issues are noted and fed back to the relevant workstreams.
366	Member of public	Stevenage Station Gateway Area Map	2	63e113658ab3ba0019ca3a04	Dissatisfied	Stevenage Arts and Leisure Centre	Building aesthetics	Add greenery and planting	The building is grey, miserable and cheap looking. The activities they hold are great for families but to make Stevenage welcoming from the train station the exterior of the building needs improving.	Visually attractive buildings. Design and greenery is an important element of our built environment and this will be noted and fed back to the relevant workstreams.

367	Member of public	Stevenage Station Gateway Area Map	2	63e111c65b3de30018311da7	Dissatisfied			New pedestrian crossing, Add greenery and planting, New shops / cafe, Traffic management solutions, Provide community facilities	The station and bridge walkway is outdated, run down and uninviting. The new bus stop looks fantastic and the train station is the hub into stevenage and should match the bus stop.	Visually attractive buildings. Design and greenery is an important element of our built environment and this will be noted and fed back to the relevant workstreams.
368	Member of public	Stevenage Station Gateway Area Map	2	63de7648c607960018bee9d5	Dislike	bus stop, taxi area and drop off	Congestion, Barriers / obstacles, Road safety, with the new traffic lights, and lane filtering, there is often now a queue of cars and busses attempting to get into taxi area/drop off or bus cut out, often spilling into the main carriage way of Lytton way.	Simplify layout, Traffic management solutions, increase area to reduce queuing, or move part function (eith taxi, drop off or busses elsewhere) on site. Including bicycle racks to other side of tracks.		Noted

369	Member of public	Stevenage Station Gateway Area Map	1	63de459414ed5c001836f2c1	Satisfied	New Theatre	Exposed (cold, wet, windy), Barriers / obstacles, Signage / information	Create landmark / gateway building, Add greenery and planting, Provide community facilities, Improve signage / information	Provision for a new theatre should absolutely be made and retained in this high profile location to make a significant cultural contribution to Stevenage as a destination location. An iconic, accessible building, midcentury modern-inspired in architecture perhaps, fronting onto the new boulevard running from the train station through SG1 to the town centre has the potential to highlight arts and culture in the same way STEM already is while celebrating the 20th century character that makes Stevenage so unique. By relocating the sports centre, this land parcel has the space and road access still to deliver a 1000-1200 seat main auditorium required for large touring shows with secondary performance spaces for smaller productions as	Visually attractive buildings. Design and greenery is an important element of our built environment and this will be noted and fed back to the relevant workstreams.
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									well as community rehearsal spaces (e.g., see the Marlowe Theatre in Canterbury for what can be achieved). This kind of asset in its current location (even if productions have to cease during development) has the connectivity and potential to bring people from across Herts and neighbouring counties with an associated spend to massively benefit the local economy and its people.	
370	Member of public	Stevenage Station Gateway Area Map	7	63dbeee7b5ed79001a8efbb1	Dislike	exit from tesco	Waiting times, Congestion, Barriers / obstacles, Signage / information, Road safety, Car parking, Road access	Simplify layout, New pedestrian crossing, Remove barriers	terrible decision to remove the feeder lane from Tesco joining the A602, now cone ally.. reinstate the feeder lane and also add in a pedestrian crossing on swine gate road between roundabout and A602 (there is a crossing on a blind corner and not controlled!)	

371	Member of public	Stevenage Station Gateway Area Map	63db8d338ea8420019df94d3	Dislike				<p>It's clear capacity has far outgrown the facilities provided for in the 70s station building, only set to worsen as Stevenage grows. Future-proofing capacity (potentially extending to a full, northbound platform 5 + adding a terminating platform 6 in combination with a new station building further South) should be prioritised/masterplanned to avoid being prejudiced by redevelopment of the leisure park. Greater space to the West could also allow for a large plaza with taxi/drop-off facilities, fronted by development (much like Cambridge), freeing up space in the constrained land to the East. Both East and West sides of the ECML should be considered to provide all facilities of a full arrival experience while maximising land use.</p>	<p>East West connectivity and better use of land around the station. Many issues that the AAP is working on improving for the area and beyond.</p>
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372	Member of public	Stevenage Station Gateway Area Map	2	63db8b6beecd6700194c678c	Dislike	Station Entrance	Security, Signage / information, Ticket office	Create landmark / gateway building, New railway crossing, New shops / cafe, New waiting area, Improve signage / information	Poor secondary arrival experience with safety concerns at night. Opportunity to create an iconic station building further South, potentially postwar modern inspired with a feature canopy covering two full station entrances and a large glazed walkway across the line.	Safety and viually attractive buidings comment sare noted.
373	Member of public	Stevenage Station Gateway Area Map	5	63d85cf574e497001a6bedbe	Dislike	Swingate	Congestion, Road safety, Barriers / obstacles	Remove barriers, Improve air quality	The area between Tesco car park and the leisure centre is very unfriendly to pedestrians. The North-South cycle link should be properly provided for. At grade crossings should be built here for pedestrians and cyclists, and the roundabout shrunk or removed.	Walking and safety between areas around the Station. The comment sare noted and will be fed back to the relevant workstreams.
374	Member of public	Stevenage Station Gateway Area Map	1	63d85c183bcd5d0019ac968c	Dislike	Station Car park	Car parking	Redevelop	This car parking should be removed and the land included in the redevelopment.	Car Park removal. The MSCP in the North has consolidated a lot of the capacity for parking and now the parcels of land can be used for alternative uses.

375	Member of public	Stevenage Station Gateway Area Map	3	63d8591f3bcd5d0019ac9663	Satisfied	Pedestrian footbridge		Improve air quality	This footbridge is good as it is. It is plenty wide enough and a transparent covering would quickly get dirty and would look awful, clashing with the architectural style of the station. This walkway should retain its outdoor character, being the entrance to Stevenage, at most having a roof without sides.	Postive comment on footbridge noted.
376	Member of public	Stevenage Station Gateway Area Map	1	63d857b93bcd5d0019ac9643	Dissatisfied	Bus station green space	Exposed (cold, wet, windy), Confusing	Simplify layout	This Green space is underutilised as it is inaccessible to pedestrians. Redevelopment should seek to make this area more functional.	More functional greennspace. This is noed ad will be fed back in to the analys of the area.
377	Member of public	Stevenage Station Gateway Area Map	2	63d856f074e497001a6bed6c	Satisfied	Stevenage Station	Confusing, Congestion	Improve signage / information	I think the distinctive brutalist architecture of the current station building is a culturally significant and valuable part of the Stevenage cityscape. It is 50 years old this year, and whilst some may condemn its dated stylings, I see it as an important icon of Stevenage that should be preserved, refurbished, and integrated into	The brutalist archictecture needs to be celebrated and the heritage of the town will be protected for the future.

									any new development.	
378	Member of public	Stevenage Station Gateway Area Map	5	63d855d374e497001a6bed5c	Love it	Stevenage Arts and Leisure Centre		Provide community facilities	Stevenage Art and Leisure Centre is an extremely valuable community asset. It is vital its facilities and their proximity to public transit are still provided for with any redevelopment.	Theatre is a community asset. Addressing land use changes in the area noted and fed bck to relevant workstreams.
379	Member of public	Stevenage Station Gateway Area Map		63d855483bcd5d0019ac9607	Dislike	Danesgate car park	Car parking	Provide community facilities, Add greenery and planting, Traffic management solutions, Simplify layout	With options 2 or 3, Danesgate car park should be redeveloped along with the parts of Lytton Way and the Police station car park immediately to the west. Buses may be re-routed along Danesgate, or the old route of the Great North Road may be redeveloped as a cycle path and bus lanes. This frees up a large portion of land on Danesgate car park and to its west. This may be redeveloped into valuable real estate with unparalleled transport connections.	Access /connectivity and traffic. All issues noted and fed back into the relevant workstreams.

380	Member of public	Stevenage Station Gateway Area Map	2	63d84f1cd61b58001935d17e	Dislike	Sightline from The Forum	Barriers / obstacles	Remove barriers	New multi-story car park across the street, by Lytton Way, blocks this sightline from The Forum with a gargantuan monstrosity. Any future development should endeavour not to repeat this mistake.	Design of buildings/visually attractive. These issues have been noted and will be fed back in to the analysis.
381	Member of public	Stevenage Station Gateway Area Map	1	63d84ce07a9a5a0019cf35ce	Dislike		Security	More lighting	The cycle path is too dark at night, it is not safe.	Safety and lightning. Issues that have been noted and will be incorporated in to the analysis of the area.
382	Member of public	Stevenage Station Gateway Area Map	2	63d848eed93b7b00187ecd6e	Dislike	Swingate	Congestion, Road safety, Barriers / obstacles	New pedestrian crossing, Remove barriers	The area between Tesco car park and the leisure centre is very unfriendly to pedestrians. The North-South cycle link should be properly provided for. At grade crossings should be built here for pedestrians and cyclists, and the roundabout shrunk or removed.	Walking and safety areas around the Station. The comment sare noted and will be fed back to the relevant workstreams.
383	Member of public	Stevenage Station Gateway Area Map	1	63d847993bcd5d0019ac9470	Dislike	Entrance and exist of Police station	Break in Pavement	Simplify layout, New pedestrian crossing	Two wide breaks in the pavement is hostile to pedestrians. This should be reconfigured into one junction, ideally with the level of the	Walking and safety areas around the Station. The comment sare noted and will be fed back to

									pavement retained on the crossing.	the relevant workstreams.
384	Member of public	Stevenage Station Gateway Area Map	1	63d84793d93b7b00187ecd3c	Dislike			Waiting times, Congestion, Could benefit to become a Bus/Taxi lane instead of just buses on the inside lane. It's costing Taxi customers money while they wait for the middle lane to be clear before pulling out from the Stevenage Train Station.		Noted
385	Member of public	Stevenage Station Gateway Area Map	1	63d836fcd8291500196ae1cd	Dislike	Cycle route crossing the road	Road safety	Remove greenery from south side, as this blocks car seeing cyclists (and vice versa).	The Stevenage Interchange path encourages cycling here, so it needs to be safer.	Safety between different modes of transport. Issues noted.
386	Member of public	Stevenage Station Gateway Area Map	1	63d80a5ff1ec3a0019c5b7f6	Neutral	Pedestrian access	Barriers / obstacles	Simplify layout, Add greenery and planting	This pedestrian/cyclist access from the roundabout to the new bus station isn't inviting.	Cycleways uninviting. The use of sustainable travel is an important point and this comment is noted. Our Mobility Strategy (2016), Future Town, Future Transport (2019) and Walking/Cycling Strategy (2018) work towards a modal shift and sustainable transport methods to encourage

										walking and cycling. This is being pushed further with Stevenage Sustainable Travel Town (STT) Implementation Plan. The key difference from previous initiatives is that the Sustainable Travel Town will fully integrate behavioral change techniques with infrastructure improvements. This will assist with the overall vision for the delivery of growth plans, sustainable development and promoting a healthy and active community
387	Member of public	Stevenage Station Gateway Area Map	2	63d7f4d12f9ce700199266f0	Neutral	Station	Road safety	Traffic management solutions	Make the bus lane for taxis as well to ease Congestion and make another public service have priority through the traffic.	Traffic/connectivity of road comments noted.
388	Member of public	Stevenage Station Gateway Area Map		63d7f0a62f9ce700199266b7	Neutral		Exposed (cold, wet, windy), Steps / level changes, Is the bridge being taken away?	New railway crossing, New toilets / welfare facilities,		Noted

										New shops / cafe		
389	Member of public	Stevenage Station Gateway Area Map	0	63d7e196b9da740019757309	Dislike		Cycle path		What happened to the cycle path past the station. Infact the map doesn't show any cycle paths. Are you trying to remove them from Stevenage?	Provide more cycle parking		Noted

ID	Name/ Org	Theme of Comment	Agreements	Comment ID	Do you support this proposal (Option 2) ? - Options and Opportunities	What do you like about Option 2? - Options and Opportunities	What don't you like about Option 2? - Options and Opportunities	Do you support this proposal (Option 3) ? - Options and Opportunities	What do you like about Option 3? - Options and Opportunities	What don't you like about Option 3? - Options and Opportunities	Do you support this proposal? - Options and Opportunities (1 = Yes / 5 = No)	Do you have any other comments? - Options and Opportunities	SBC response
75	Member of public	Options and Opportunities		64164b647571c100198ecec8	1	Green planting	Where is the option for car pick ups at the train station? Where is the provision for disabled drop off and collection? All this does is push more traffic into the leisure park and no specific disabled access there - no lift etc.	1	Green planting	No access for private car pick up and drop offs. No disabled access for private car drop off and pick ups. No disabled car parking close to the station.	-	-	Positive comments on more green planting noted. Car parking/ traffic and congestion are negative comments and will be fed back into the project.
76	Member of public	Options and Opportunities		641636e29e2e7b0019e63ee6	-	It will make no difference	It will affect on traffic those who need to travel to hotel, westgate and tesco.	-	Nothing	There is crossing already and paths for travel	-	-	Noted

77	Member of public	Options and Opportunities		6416182f027ce4001908c305	1	-	-	1	-	-	1	-	Noted
78	Member of public	Options and Opportunities		64150eea29a2d20019204411	5	Removes intimidating higher-speed vehicles from close proximity to limited (and presently confusing) pedestrian zones; could improve bus traffic flow to/from new Stevenage Interchange (northbound buses needing to traverse two roundabouts two times each to accommodate an Interchange stop seems like a waste of time and carbon on every trip through); reduces lane-clogging queues for private vehicle passenger pickup at rail station, clarifies taxi stand location and makes it more accessible to non-station traffic	Slightly complicates driving directions from north-central/northeast Stevenage to the big box stores on South Lytton Way (B&Q, Roaring Meg, etc.)	4	Most welcoming for pedestrian station traffic	Complicates local transportation connections from the rail network, takes additional bus and taxi routing time	5	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

79	Member of public	Options and Opportunities		6414e867321d650019b249aa	1 -	<p>There are lots of occasions when the town becomes gridlocked with traffic on one or more of the roads around the town centre. Removing one of the through routes around the town will cause huge problems. Our town is situated near a motorway which often jams and people rely on cutting across town to get home if their regular junction/route is jammed. As a local I know I can divert and get home. Also at Christmas the town centre is very busy and you are going to make it worse. The likely hood is I will just take the easy option and drive to Letchworth or Hitchin instead, I think plenty of others will do the same, this kind of defeats the point of regenerating the town centre. At the moment we</p>	1 -	Same as reason as option 2, the town centre traffic will struggle to cope as soon as there is a traffic issue in this area.	4	<p>You are making so many changes to the town centre but not allowing any time for the changes to bed in and for everyone to see the effects. How can you model anything when you keep changing it and have no current data or a decent amount of data history. Seems a crazy way to plan!!</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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						have a terrible bus service and proof the council cannot organise a new traffic scheme (think Tesco Lytton Way fiasco). So why potentially are you going to make a bad situation worse?						
80	Member of public	Options and Opportunities		64144b4c75131900197902a9	1	<p>I'm happy with some pedestrianization (but the option goes too far).</p> <p>Car pickup/drop-off too far away. We don't need a huge taxi rank.</p> <p>Through-access from old town to roaring meg etc will require cars to take a huge diversion, increasing traffic and emissions.</p> <p>Station access via leisure centre will become preferred and that will be a huge mess of fines and traffic blockage and private vs public. We</p>	1	<p>Almost nothing. It doesn't make sense until the town centre is successful.</p> <p>No public access to pick-up/drop off from the station. Huge uncovered walk to wherever that would be (or access via private land on leisure centre, which will become a big mess if lots of non-paying traffic starts going there).</p> <p>There's no point having a pretty railway station that leads into an ugly carpark (swingate + mecca bingo). Why would</p>	4	-	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>	

							should retain good public access without forcing paying taxis.			anyone hang around there?			
81	Member of public	Options and Opportunities		6414481f42f40000197a821b	1	Nothing it will worsen congestion and as a result will make air quality worse.	At rush hour this proposal will choke up the road to the east of the town centre. With people trying to drop off at the train station it will be gridlock.	1	Nothing. The long term damage this proposal would cause cannot be understated. It will create a north/south divide and will reduce access to the train station.	Cutting one of the main arterial roads is madness. There will be gridlock during rush hour. This proposal has clearly been created by someone who a) has never visited the location during rush hour, and b) lives in a bubble detached from reality.	1	There is already good cycling provision, which is underused. Creating more will just waste space.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
82	Member of public	Options and Opportunities	1	6413756ed7509b0018a07420	1	nothing	discriminates against the elderly, disabled/less mobile who can't use buses to get to the train station, anti car restrictions will result in the death of the town centre. the current road system works well yet the planners seem hell bent on ruining it - traffic cones into Tesco car park shows the	1	nothing	great for the fit and mobile. Rubbish for elderly and disabled just see my 86 year old mum on a bike or scooter and unable to walk very far	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							complete lack of understanding. Take a leaf out of Dunstables town centre redesign and the fact that the roads are being reinstated. I HATE TO SEE THE MESS THE PLANNERS ARE MAKING OF OUR TOWN CENTRE						
83	Member of public	Options and Opportunities		6412fff90e6306001992c82b	5	<ol style="list-style-type: none"> 1. Improves connectivity between the town centre and station 2. Improves first impressions of the town 3. Breaks the constraint of Lytton Way and unlocks potential for future development to the West of the station 	Bus / taxi routes will need to be well managed to avoid issues with pedestrian routes	5	<ol style="list-style-type: none"> 1. Improves connectivity between the town centre and station 2. Improves first impressions of the town 3. Breaks the constraint of Lytton Way and unlocks potential for future development to the West of the station 4. Gives priority to pedestrian / cycle movement 	-	5	Most cost effective and practical solution to the existing cycle network. Will need to be supported with improved cycle facilities (parking, showeres etc.) in the locality	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

84	Member of public	Options and Opportunities		6410730b3ce7ca0019dfcad4	5	<p>Have your say on the new look of Stevenage Station Gateway " March 2023 Short comments and notes prepared by Bill Hayes of 72 Whitney Drive, Stevenage, on 13 March 2023. The Town Centre of Stevenage defines the way the media and people outside the Town view Stevenage and unfortunately in recent years often these views have been negative. The Gateway redevelopment is at the heart of this regeneration area. The sustainable transport design and underground services/infrastructure of the Town Centre area need to be considered. Options (2) and (3) should be adopted which remove two existing dual carriageway roads which form the A602. The land under the road is far too valuable to be used as a road and should be part of the</p>	<p>CYCLE WAY NEEDS TO BE UPGRADED NO DROP OFF POINT FOR CARS AND PASSENGERS TO STATION OR IS THE DROP OFF POINT BY THE NEW CAR PARK??? THE BRIDGE TO THE LEISURE CENTRE IS NOT SHOWN</p>	4	<p>Think you should leave the option of public transport going past the station</p>	<p>Still good but level 2 may be enough</p>	1	<p>Why have two cycle paths to maintain in the future Just make one good one going down the middle</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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					central business district by the main railway station. Only the central part of the Town Centre should be pedestrian only. Where feasible all modes of transport should be allowed having regard to speed and safety. The area needs to remain alive and appealing to all people. Option 3 would restrict too many modes of transport. There are footpath/cycle paths tunnels under Six Hills Way, Fairlands Way and St Georges Way to link Bedwell, Old Town and Asda districts to the town centre area. When the Forum redevelopment is completed there should be another tunnel built under St Georges Way to link the new Leisure Centre area to the Town Centre. The footpath and cycle way design in the new Gateway area needs to be improved. Removing the A602 dual						
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is also steep so the design is not perfect. There is no proper footpath/cycle track system from the roundabout just to the south of the retirement flats at Pinetree Court. No proper crossing at Danesgate. No proper cycleway by the bus station or Leisure Centre. Part of a cycle track by Tesco then no cycle track to the bridge over Fairlands Way. This north-south route needs to be improved. The police station and car park will need to be retained. A new joint footpath/cycleway has been started in front of the police station. At the south end, there are out of place two flights of steep concrete stairs with a sloping ramp on the right hand side where someone is meant to push a bike up – potential safety hazard here. No disabled access. No traffic lights in front of the

				<p>Centre is removed, the whole front of the station will need to be redesigned. There is little wrong with the actual design of the ticket office, stairs, platforms etc. Ask Network Rail to build a new front to the station to include further shops, cafes etc.</p> <p>Has anyone actually asked Network Rail whether they have the money to build a new station in the future? Network Rail has improved London termini by using the sale and redevelopment of land to pay for the improvements. I cannot think that they have completely moved or rebuilt a railway station on the main line between London and Edinburgh in recent years so why would they do this in Stevenage unless there was financial gain.</p> <p>There seems to be a move to relocate the Leisure Centre.</p>						
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						Construct a cycle hub building near the railway station to provide servicing, cycle storage, cycle training etc. The cost of this would be funded from payments for use of the facility.							
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85	Member of public	Options and Opportunities	3	640f1bc68df520001968c885	1	Nothing; it is the least logical option.	Doesn't achieve anything other than aesthetic changes. There will still be vehicles travelling along the road so pedestrians are no safer (not that safety is an issue currently anyway), so simply serves to inconvenience car drivers; the vast majority of road users.	1	Nothing.	This is a scheme that puts ideology above practicality. Stevenage is not London; nobody arriving on the train here has come for a day trip to view our cultural delights. People have travelled to Stevenage by train to either work or go home, so this proposal's obsession with an "enhanced sense of arrival" is totally misguided. Of course we want a clean, safe, well-lit train station, but as a lone female traveller, I want to walk to my car from the train in as short a time as possible and drive home quickly and safely. A large pedestrianised area outside the station serves no purpose in the efficient movement of the greatest number of commuters in the shortest amount of	1	Cycling is a minority hobby, primarily indulged in by middle-aged men. Giving these people priority over families, the elderly, disabled and the 99% of journeys for which cycling is totally impractical, is both discriminatory and unreasonable.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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time. Surely that should be the mark of a successful travel hub? Finally, there has been no serious survey into the enormous amount of displaced car traffic closing Lytton Way would result in. There are already lengthy queues at rush hour every day to access Gunnelswood Road from the roundabout at the Fairlands Way junction. This closure would increase this traffic enormously, resulting in lengthier car journeys for people travelling to the ever-increasing Roaring Meg site and therefore result in increased car emissions. This is totally counter-productive to the aim of cleaner air for Stevenage residents. As SBC have encouraged retail units to relocate from the town centre to

										Roaring Meg (eg TK Maxx), the only option for most people to travel there is by car, using either Lytton Way or St George's Way.			
86	Member of public	Options and Opportunities	3	640f105cf00e61001a5e20e3	1	I don't!!	Restriction of traffic. The knock on effect found the town will be disastrous. Improve the access, drop off and pick up	1	It's madness.	Closing off the traffic. The highways agency advised not to.	1	What's the point? There's already one there. Improve it with lighting and better access to the station.	Positive and negative comments noted on the options. All feedback will be

							zones and a wider new well lit overpass to the town.							collated and fed back in to the Council's projects and future work.
87	Member of public	Options and Opportunities		640f0cb2f00e61001a5e20bf	1	It's a stupid idea to restrict the access to busses and taxis.	-	1	-	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
88	Member of public	Options and Opportunities	1	640c5596b7916900190e0f6e	1	Nothing.	This will only increase traffic on other roads such as St Georges Way and create more hazards for pedestrians and traffic, particularly with the new science centre being planned.	1	Nothing	This will only further increase traffic on other roads such as St Georges Way and create more hazards for pedestrians and traffic, particularly with the new science centre being planned.	1	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

89	Member of public	Options and Opportunities	2	640b96e4b7916900190e018d	1	It looks good for pedestrians and taxi drivers.	<p>While the aim to improve the town centre sounds admirable, I don't believe either of the proposals to make Lytton Way a no-through-road to cars are a viable solution.</p> <p>It would take away a lot of choice from a number of people: the only way to get to the train station would be by bus, taxi or on foot. Some people cannot afford taxis and are not mobile enough to take the bus and walk from the interchange.</p> <p>There would not be the option to drop off your, friend, neighbour or elderly relative at the station. So, I think, people will find the next closest point where they can do this, such as the bottom of the stairs in the Leisure Park (provided the Leisure Park permits this), or at the</p>	-	Also good for pedestrians, and would probably cause /slightly/ less traffic chaos than option 2.	<p>While the aim to improve the town centre sounds admirable, I don't believe either of the proposals to make Lytton Way a no-through-road to cars are a viable solution.</p> <p>It would take away a lot of choice from a number of people: the only way to get to the train station would be by bus, taxi or on foot. Some people cannot afford taxis and are not mobile enough to take the bus and walk from the interchange.</p> <p>There would not be the option to drop off your, friend, neighbour or elderly relative at the station. So, I think, people will find the next closest point where they can do this, such as the bottom of the stairs in the Leisure Park (provided the Leisure Park permits this), or at the</p>	4	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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turning point at the end of Argyle Way. This would result in more traffic, with people dropping off or collecting people who have used the ramp entrance.

This relates to the other issue of though-traffic on Lytton Way being displaced onto other north-south routes through town. This will lead to increased traffic on St George's Way, Gunnels Wood Road, and through the Leisure Park. These roads are already very busy. It is unclear how this will be addressed.

It also needs to be recognised that patterns of behaviour will not immediately change. It is most likely people will continue to use cars in the short term due to convenience. This needs to

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be taken into consideration otherwise the change will just be seen as causing an inconvenience. If Lytton Way is left open only to taxis and buses, this will lead to frustration, confusion and misuse if this is not well managed.

I concede that the current traffic flow does not work, and the pedestrian access from bus interchange to train station is not ideal either, so I agree that something clearly needs to be done. Instead of the current proposals, I would suggest opening up the other end of the Tesco car park (where Staples used to be) to make the Tesco car park a one-way system (entry from Fairlands Way and exit onto Lytton Way or vice-versa). Perhaps also add an another

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							walkway over Lytton Way from the bus interchange to the potential bicycle hub for added pedestrian/cyclist convenience?			walkway over Lytton Way from the bus interchange to the potential bicycle hub for added pedestrian/cyclist convenience?			
90	Member of public	Options and Opportunities		640b0b96387a91001950c441	1	-	-	1	-	I need to collect my children many times late at night due to problems with the trains and I do not want them hanging	1	I support option 0 or 1 not restricting access by car.	Positive and negative comments noted on the options. All feedback will be

										about or walking. I collect by car and live in Knebworth. Restore the train service to Knebworth and we won't need to travel to and from Stevenage.			collated and fed back in to the Council's projects and future work.
91	Member of public	Options and Opportunities		640a1835d115ce0019848c42	1	Not much	This appears to achieve none of the goals, there's no point having a semi-pedestrianised area where someone can still get hit by a bus. But it still cuts off traffic and forces it onto other roads running parallel.	2	There's something "nice" about a flat and pedestrianised entrance to the train station. Feels modern etc.	This option cuts off through traffic and forces it onto other roads running parallel. If this plan goes ahead then part of it must include measures to ease the flow of traffic on surrounding roads. Without that, this is a development that just provides a "nicer" experience for visitors and commuters at the expense of the quality of life of the people who live and work in the town. That would be a failure of the council to serve the people who elect and pay for them.	4	Stevenage has a large cycle path network. I like it and (in general and in isolation from other factors) support promoting and improving it.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

92	Member of public	Options and Opportunities	3	640a03d0387a91001950b0a2	1	nothing much	<p>Lytton Way is not just an access route to the station, but is a key link between the London Road and the Hitchin Road. It is unfortunate that Stevenage was built with residential areas mainly to the east of the railway, and industrial areas mainly to the west. There are only two cross routes available (St. Georges Way/Monkswood way and Lytton Way/Hitchin road) between the main east-west routes (Martins Way, Fairlands Way, Six Hills Way and Broadhall way). Removal of Lytton way from the network will result in increased cross traffic on St. Georges Way and Gunnells Wood road, and increased length of journeys in some cases. It will also mean that the network is substantially more</p>	1	-	<p>Please see my comments about option 2. In both options the phrase "potentially significant change to traffic flows about Stevenage Town centre" appears. In what way is this only "potentially significant"?</p> <p>My wife is disabled. At present I can drive very close to the station so I can get her into her wheelchair and up to the station. I don't see this addressed in the plans</p>	3	<p>I am a regular cyclist. There is a strong need for more sensible access to the town centre and around the town centre. It is not easy to come from the north or the old town and get into the town centre. I'm not sure this proposal would be help. In particular, the two cycle routes meet near the Fairlands way roundabout. The existing cycle path is on a steep slope here, and adding a meeting with another cycle path which would likely also be on a steep slope is a recipe for high speed collisions - it only takes one mistake.</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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vulnerable to roadworks or breakdowns since the ability to bypass blocks will be muc reduced. The additional congestion would surely mean increased pollution, not reduced.

No proposal to remove Lytton Way from the overall Stevenage road network sghould be considered unless there is a full traffic modelling for both nominal and contingency cases. Additional traffic on St. Georges way is not likely to help the fire service.

It appears that only the station to town centre area is being considered. This piecemeal approach is dangerous if it does not consolidate the overall picture of how Stevenage will work for its residents.

							No information is given on how pick up/set down is intended to work, taking account of the number of commuters from Stevenage station who do not park at the station or use taxis.						
93	Member of public	Options and Opportunities		6408b804c4a4a80019ac2f88	3	-	-	4	-	-	4	-	Positive and negative comments noted on the options. All feedback will be

													collated and fed back in to the Council's projects and future work.
94	Member of public	Options and Opportunities	1	640652f1ee1be30019a64d93	1	At least you can get a taxi there	I cant drive from the south to the Tesco or the new multi story - it will cause traffic chaos.	1	Nothing at all	It will be a nightmare to get to the station by CAR. Picking my wife up in the dark away from the station- she will not feel safe.	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
95	Member of public	Options and Opportunities	2	640645b32e82f90019c2a7ab	1	-	Closing Lytton way to general traffic will certainly increase the burden on the other Stevenage town roads causing additional congestion around the town in what is already difficult to travel during busy periods.	1	-	Reduction of through routes. Stevenage already gets contested and closing Lytton way will have a detrimental effect on traffic flow around the town centre.	1	I don't see the point of introducing another cycle path that runs parrallel to the existing cycle path which is never heavily used anyway. Stevenage already has a very good cycle path provision.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
96	Member of public	Options and Opportunities		6405e1d2ee1be30019a63ff6	1	-	-	1	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed

													back in to the Council's projects and future work.
97	Member of public	Options and Opportunities	1	6405c5c02e82f90019c2992c	1	-	There is already a load of traffic on the side roads, blocking the A602 half way down will make things worse.	1	-	All it will do is move the pollution and traffic to the side roads, making things worse for drivers wont make me use the bus.	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
98	Member of public	Options and Opportunities	1	64045f437ac6e90019d1ad6d	1	Nothing	Increasing congestion elsewhere. More built up traffic, pollution, longer journey times etc.	1	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
99	Member of public	Options and Opportunities		64036c8b231e2600196cfdcb	1	Literally nothing	Everything	1	Nothing	Everything	3	No	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

													Council's projects and future work.
100	Member of public	Options and Opportunities	2	6403663b2e82f90019c2869e	1	-	Impact on traffic flows in other parts of town	1	What is the point in the huge unnecessary public square?	Closure on Lytton Way	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
101	Member of public	Options and Opportunities		640328bb20f17e00199bccab	1	-	Car access and Parking	1	-	-	4	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
102	Member of public	Options and Opportunities		64023f4d8b9694001a3e9f54	2	No through traffic apart from public transport/taxis	Having any through traffic means that safety for pedestrians is not optimised. No facility for private car drop off/pick up near to station to allow access particularly for those with restricted	4	Safety of no through traffic at all	Need for car access, particularly for those with restricted mobility, to be closer to the Station which can occur at least in the South. Does the cycle hub really need to be that large - if you can	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects

						mobility. The area designated as a cycle hub could easily be reduced in size to allow for such a facility. Most other Stations I have used of late eg Peterborough, Cambridge, Newcastle have such a facility. The bus service for those not living nearby is inadequate and so private transport cannot be ignored.			cycle you are not likely to have significant mobility issues and could walk on protected pathways from a slightly further site.			and future work.
103	Member of public	Options and Opportunities		6400695b71eb380019ee8784	1	I don't, you're going to kill what's left of the town.	1	-	Is tescos and the hotel moving ? Have we given up on the town? Theirs nothing here left to come to stevenage for.. if you remove cars no one will travel into town ..	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
104	Member of public	Options and Opportunities		63ff2eef5b627a0018c009a0	4	Good balance of giving more space to cycling and walking, it makes the area safer. Still retaining the access by bus and taxi near the station. Looks like it would be easy to navigate.	5	Seems to leave more open space for walking and cycling which could make it a safer option. It looks like a very inviting place.	Lack of bus access to North.	5	The path currently near the tracks is quite narrow so an additional bike lane would be good. However the current bike path is more direct across the station	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

						Ensure the current connections to the existing cycling network remains in place.						area which is why it should be kept in place.	Council's projects and future work.
105	Member of public	Options and Opportunities	1	63fecfce1af3d1001883f908	1	Nothing	All thos will do is create extreme congestion on six hills way and st George's way, which increases pollution Where s the logic in closing the main through road past the town centre There is already a safe pedestrian access to the town centre and new bus depot across the foot bridge it just needs a slope installed on leisure centre side of Lytton way and a lift for wheelchair access. The new zebra crossing and traffic lights should be removed immediately before someone gets seriously injured, as they go completely against the original	-	Nothing	Same as for option 2	1	Stevenage new town was built to separate pedestrians and vehicles but this council has lost sight of the original concept including placing industry within the town centre and new housing without cycle ways connected to the existing network	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

						proposals of the plan for Stevenage which was to keep public and traffic separate at all times							
106	Member of public	Options and Opportunities		63fe49ad1af3d1001883f0d3	5	Vastly improved arrival experience, more pedestrian in scale and impressive for a growing number of internationally significant companies locating here. Maintaining through-traffic combined with roundabout junction to Danesgate will also optimise the current bus interchange operation without considerable re-routing.	Displacement of through traffic and servicing of new developments in the AAP area would all need to be considered to limit any adversities.	2	As above, the focus on arrival experience is welcomed as Stevenage looks to improve how it's perceived through this regeneration effort.	I fear removing through-traffic entirely will be too disruptive to the surrounding transport network. As well as general traffic, busses will have to be re-routed and emergency service responses would likely be disrupted. Significantly amending the surrounding transport network (as detailed in the transport assessment) will also surely add to construction disruption and costs.	3	Absolutely agree with the cycleway provision along the length of Lytton way, increasing the profile for modal shift and linking to entrances of new developments. While I acknowledge removing the original cycleway would remove an uninterrupted route, I do wonder if Cycle Option 2 should be revisited as this land could allow for a new train station platform provision and/or at-grade ticket hall.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

107	Member of public	Options and Opportunities		63fd117cd3f49d00199cde13	3	-	-	5	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
108	Member of public	Options and Opportunities	1	63fcdc7b73ed6100197d3de7	1	Very little to like	Tesco and Westgate parkers are already having traffic issues. this seems to be the worst of all worlds.	1	nothing to like	Lytton way is a vital thoroughfare through the town, especially for those from the south of the town.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
109	Member of public	Options and Opportunities		63fcd39ceca9590019b0017d	2	Having access by cycle to the town centre is necessary and I see a green line heading in that direction. What is important is that this is viable and there is infrastructure (cycle parking, etc) that makes this practical. People will then use it!	I am concerned by the number of places where cars cross cycle/walking routes. For cyclists particularly this can be dangerous and should be minimised. The current cycling route by the railway line is continuous and forms part of NCN12. I want this enhance	4	The fact that there will be less cars in front of the station will be nicer generally but this very much depends on what else is planned and the timelines associated with it.	I do not support the number of places where buses and taxis cross the route of cyclists particularly. The continuity of the current path is lost and this is definitely not an improvement, it makes active travel frustrating and annoying. Cars always get the	1	I do not see how this proposal improves anything. At the northern end there is a giant incline to get up near the road, then I see places where cars enter and exit a carpark crossing the proposed route. This is terrible. The current route is continuous	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							and not degraded.			right of way and cyclists priority continues to reinforces the narrative that cars are more important. The same has happened along Gunnels Wood Road (including Costco and other crossing points) and it means the route is not user friendly. The station route is part of NCN12 and changes should encourage people to use the route not make it a broken up and dangerous navigation.		and the terrain does not require an ebike or extreme fitness to get past the station.	
110	Member of public	Options and Opportunities	1	63fbcf0ad66b75001921c165	3	The fact that some transport is still possible through	Some form of transport is required, but the best option is actually to keep Lytton Way completely open. Stevenage lacks enough North to South routes!	1	I dont	Some form of transport is required, but the best option is actually to keep Lytton Way completely open. Stevenage lacks enough North to South routes!	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
111	Member of public	Options and Opportunities	2	63fb12f77bccf1001998b909	1	Nothing	Roads are already busy especially during peak time this will	1	Nothing	So wasted all our tax money moving bus station and absolutely shocking road	1	The planning is an absolute disgrace you are making the town worse	Positive and negative comments noted on the

							just make it worse			lay out. To now go and change it again			options. All feedback will be collated and fed back in to the Council's projects and future work.
112	Member of public	Options and Opportunities		63fa8b5d87226d001a5d0f17	5	The inclusion of cycle access. Retains good access for buses and taxis.	-	3	Provides good cycle access. Great for pedestrians.	Routes more restricted for buses and taxis.	5	Encourage walking and cycling for cleaner air and health to the benefit of us all by providing safe and easy access by bike and by foot to the station and surrounding facilities.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
113	Member of public	Options and Opportunities	1	63fa482a87226d001a5d0c65	1	No positives	Inability to drop someone off at the station by car. Big detour to get from Roebuck/Knebworth area to the Old Town. Extra congestion during peak times. No pedestrian overpass from town centre to station.	1	No positives.	Inability to drop someone off at the station by car. Big detour to get from Roebuck/Knebworth area to the Old Town. Extra congestion during peak times. No pedestrian overpass from town centre to station.	1	There's no benefit to adding this route, it goes the same way as the current route. It is better to keep cycle paths and pedestrian paths apart if possible as cycle paths are often blocked by pedestrians.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
114	Member of public	Options and Opportunities		63fa26036e615800197cadf5	1	Very little. What is the need for this option?	It affect car movement meaning cars will need to re-route around other parts of the town centre	1	Nothing	There is little need for this degree of change and where does the budget for it come from in	-	-	Positive and negative comments noted on the options. All feedback

							generating new problems elsewhere			a Borough with low funds			will be collated and fed back in to the Council's projects and future work.
115	Member of public	Options and Opportunities		63fa23eced37cc0019f7182d	1	Nothing!	Will only cause further congestion to other roads which run parallel and are already extremely busy. No easy drop off/ pick up from the station.	1	Nothing	Ridiculous idea. Just reduce to one lane each way	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
116	Member of public	Options and Opportunities	1	63f541fcc5e1370019514c19	1	Nothing	It will cause huge traffic issues for the surrounding main roads, which are already busy at peak times and are only likely to become busier with the increasing housing being build in the locality.	1	Nothing	It will cause traffic issues for the surrounding area. No need for extra pedestrianisation.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

117	Member of public	Options and Opportunities	2	63f4f8fcea3066001973b406	1	Nothing.	This is an essential route for all traffic. If it is not open to all traffic there will be more congestion on St George's way (30mph which seems to be disregarded by most) and possible higher collisions occurring.	1	Nothing	It will put more pressure on other routes for all vehicles. This town is constantly growing with more vehicles requiring access. All routes should be available as they are, so congestion is kept to a minimum. Quality of air in other areas will be worse with vehicles stuck in congestion. The town centre is already pedestrianised so this should be developed further for pedestrian needs, not take away essential routes.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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118	Member of public	Options and Opportunities		63f3e64e1d273900192a462f	1	It does bring about a fresh new change to the space and changes the land use that I would like to see. I like that there is a clear plaza space for people to enter and exit the train station. I like the new improved taxi rank.	I reject option 2 on the basis I do not want to see traffic flow through this area any more at all. I believe that the middle section of Lytton Way ought to be fully pedestrianized to lead through to the new Town Centre hub with a seamless ground floor journey to the bus interchange - without the need to cross a road (albeit improved with a crossing right now). I feel that transport could operate from either side of a new plaza.	5	This is by far my most preferred option and one I've often thought about before this consultation. A clean, wide open space on exit from the train station would completely modernise the area and bring Stevenage back to the heart of it's roots - pedestrianization. Accessibility would be improved and a clear easy path over to either a taxi rank on one side or the bus station on the other. I love this option. This brings the opportunity for pop up kiosks offering food/drink. It could be designed like a pocket of the Olympic Park.	My only criticism would be that the map shows the existing Leisure Centre. I feel this building needs to go to fully maximise the opportunity to lead people through from the train station onto the new Town Centre. As mentioned in my previous comments, it would be fantastic to save the Gordon Craig theatre into a new structure but move the Leisure Centre over to the swimming pool (currently planned?). The removal of the through road that many of us use daily in our cars would have a huge impact on existing roads around the town. There will need to be a solution to the surrounding roads, perhaps acquiring the land where the Leisure Park is to put a road through there or widening existing roads	3	I think the existing cycle path does not feel safe to use as it is very hidden. It would be good to improve access around the front of the station. I would say that any new cycle path should not spoil the enjoyment of pedestrians exiting the station and using a new plaza, they should not have to avoid bikes going past. If there is a way they can be diverted away from a new entrance point to the station that would be good. I feel that land should be acquired behind the train station to improve access links for bicycles and pick up/drop offs leaving the new front of the station a vehicle free space.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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										that people use. Perhaps even an long underpass road somewhere. Please do not put any residential units in this space.			
119	Member of public	Options and Opportunities		63f38598d4f6170018d9488f	-	Green, low carbon aspirations are always commendable, but they can't just relocate the problem or ignore functionality of a location.	I just don't think it's functional - it's too much of a necessary through-fare. Removing one of the main road routes for transit across the whole of Stevenage will just cause congestion elsewhere and make the whole town less accessible! And alternative transport is fine if you are fit, but if you are elderly, or have lots of luggage, and can't stand waiting for infrequent	-	Same as for Option 2, but this is at least simpler / more complete with zero traffic.	Same as for Option 2.	4	Fine, if it's needed.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							buses from near your home, or affording taxis, how are you suppose to get to the station? So many people rely on lifts to access it. Only a proportion of railway users are doing so to access the town centre - there is so much more to Stevenage - businesses on Gunnells Wood, retail parks, all the housing estates....						
120	Member of public	Options and Opportunities		63f0cb268c3a56001915cd29	1	None	No car pick up/drop off access at train station. Not everyone wants to use Bus or Taxi - particularly at night.	1	-	Bus station should have been nearer to train station, if you where doing this.	1	Already a cycle way.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
121	Member of public	Options and Opportunities		63f000635c818a0019c7a30e	1	-	-	1	-	-	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to

														the Council's projects and future work.
12 2	Member of public	Options and Opportunities		63efe01397d7ba00182ef445	1	-	All private drop offs will be pushed to the leisure park	5	Truly will be a stevenage gate way. If buses and taxi still there may as well keep it the same.	Private vehicle drop off would need to be in the leisure park and roads either side would be congested	5	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.	
12 3	Member of public	Options and Opportunities	1	63efd7215c818a0019c79eb1	1	-	Lytton Way has already become more congested due to the existing changes. Cars won't disappear and Lytton Way is the main route through the centre of town. Why build a multistorey car park if you are going to take away the access?	1	Nothing	Ridiculous idea. Will make other roads very congested.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.	
12 4	Member of public	Options and Opportunities	1	63efd00597d7ba00182ef331	1	Designed by the anti common sense part of the traffic department	Makes no plans for where the traffic will go. Nor does it take into account the "backing up " of the traffic with the withdrawal of a major north south route	1	Nothing	Where will all the traffic go ? What about all the traffic back ups due to the constrictions with the withdrawal of a major north south route across Stevenage. How will an	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the	

							across Stevenage			ambulance get from M&S to the Lister hospital?			Council's projects and future work.
125	Member of public	Options and Opportunities		63efcdfb97d7ba00182ef31d	1	-	It's a key road for cars. By closing it the traffic will get congested in other roads nearby. This will create a bottle neck. Gunnels Wood Road is already busy at rush hours.	1	-	It's a key road for cars. By closing it the traffic will get congested in other roads nearby. This will create a bottle neck. Gunnels Wood Road is already busy at rush hours.	2	Keep the current cycle tracks.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
126	Member of public	Options and Opportunities		63ef9993166b3d0019f006ee	4	It would considerably reduce the feeling I get of being oppressed by the traffic in that part of the town, by reducing noise, the amount of traffic and the overriding necessity to watch out. It would lead to greater connection between the Town Centre and the leisure park.	It allows for the movement of buses, which is fine, because they are big and relatively easy for everyone to see and avoid. This is not the case with taxis, which would be an important flaw in the Option. The emergency services, particularly the police, should also have access to the road. They have expressed (to me, anyway) opposition to the plan, partly because the road could be	1	It would completely solve the fundamental problem of the area, for Lytton Way should never have been built.	It cannot be done, for much has been built and placed on the assumption that the road will be there. To make it work, an awful lot would have to be dug up and the whole area redesigned.	3	I cannot usefully comment on this proposal. I am, however, dubious about the viability of cycling where there is other traffic. Personally, I gave up cycling for fear of my life and given the capacity of roads and driving standards, I would not encourage anyone to use a bike or motorbike or, sadly, to ride a horse on any road.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							used by people not entitled to. I see this as no problem, because street cameras are so readily available that they practically grow on trees, and I am sure the Hertfordshire Constabulary would be happy to prosecute unauthorised persons having the effrontery of taking the royal road passed the Nick.						
127	Member of public	Options and Opportunities	1	63ef949ace26740018f5bbd6	1	There is nothing to like about option 2	If it isn't broken don't fix it This is one of the only roads that does not get congested I can get from the Roebuck to the town centre Tesco without any traffic 90% of the time	1	Nothing	I hate the whole idea	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
128	Member of public	Options and Opportunities		63ef8a6e57d5580019d9bb88	1	Main through road any change will increase congestion on other roads and have greater adverse effect on Stevenage residents	Effect on safety pollution and efficiency of the roads all around the area.	1	Nothing insensitive to Stevenage residents and needs. Catering for personal agenda. Has bias built into the survey.	Cost already incurred for redesign of this road which was poor and caused congestion which with this idea will be worse all over this area.	-	Already have adequate cycle paths.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

													Council's projects and future work.
129	Member of public	Options and Opportunities		63ef805bce26740018f5b941	1	I don't like it at all as it will just shift car traffic to surrounding roads and make journey times longer.	There is no need for this. It is already easy to reach the station on bus, foot or cycle and just makes life more difficult for people who live further and need to drive to the station or through the town.	1	I don't like it.	As previously, shifts traffic to surrounding roads and the town is already well set up for cycling.	2	Retain the existing cycle paths but spend some money on these making them safer and well maintained. No need to add a cycle path on the existing road.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
130	Member of public	Options and Opportunities		63ef5449ce26740018f5b6b1	2	-	Both Option 2 & 3 will have an impact on the response times for Police vehicles going North to respond to incidents etc. by not allowing emergency access the response times will increase as vehicle will have to take alternative routes to service the population of the north of Stevenage. Of the two options " Option 2 offers the best possible solution. This would be some form of access control that would allow emergency	1	-	This would not be acceptable to the Police Crime Prevention Design Service as it would exclude any emergency vehicles from accessing the pedestrian area and would also exclude British Transport Police Officers from attending the railway station as part of their normal duties. As stated in Option 2 by excluding emergency vehicles it would increase response times to incidents, especially to	3	These appears to be a good idea. However, there would need to be some form of "Give Way"™ marking on the vehicle entrance to the Police Station to allow Police vehicles responding to incidents to have unimpeded travel when leaving the Station to respond to an incident.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							vehicles continued access whilst on "Blues & Twos" (blue flashing lights and two-tone sirens) otherwise known as "Immediate". The access control could either be in the form of some form of ANPR camera or an automated barrier that is sensor controlled. In addition, both of these options would have an impact on both Police Staff and visitors entering and leaving the property in vehicles.			the north half of Stevenage.			
131	Member of public	Options and Opportunities		63ee53ee1f293e0019efc35e	1	Nothing	It will make travelling to the town and train station longer, less cost effective and mean i will travel to other stores-I do not believe I am alone in this choice.	1	Nothing	It will make life harder in so many ways and will make commuting a nightmare	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

13 2	Member of public	Options and Opportunities	63ec9cd77af02d0018 afa328	-	-	-	3	I like the space for pedestrian.	This area is still disconnected from the atmosphere of the rest of the city and does not resolve the issues mentioned for option 2.	1	As I mentioned I think the best plan "for the long term" is joining bikes a cars, while the max speed for cars is reduced (inside the cities) and the aesthetics and quality of those routes are improved. In my opinion a city should aim to make all the paths a pleasant place to be/go through, instead of just suitable highways for vehicles (cars, motorbikes and cycles).	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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13 3	Member of public	Options and Opportunities	1	63ec995691b43300198a436f	3	<p>I like that is reducing the immense amount of space that cars have to benefit bikes and pedestrian. This will increase the quality of air and potentially the health of the people.</p> <p>Although there is no a long-time planning: there is no numbers of cyclist expected or how long or wide the bike line will be (in other cities it is very uncomfortable to cycle in pick hours as the lines are overcrowded so they are a limit for cyclist; considering the expectations of having people arriving from other places, I think this is essential for this part of the city and planning).</p> <p>I think that the best plan "for the long term" is joining bikes a cars, while the max speed for cars is reduced (inside the cities) and the aesthetics of those routes is improved.</p>	<p>It and thinking on the inhabitants but, with all respect, it seems just a façade reformation to change the opinion of people that arrive to Stevenage and increase the income with new developments, without considering the needs of residents.</p> <p>One example is the leisure centre: It is said that the Arts & Leisure Centre is going to be demolished to replace it "elsewhere within Stevenage Central". This entails that:</p> <p>A) There is no space for it, and this service in the centre of the city will be reduced / eliminated.</p> <p>B) There will be an unnecessary expense to demolish a premise that works well and</p>	-	I like the space for pedestrian.	This area is still disconnected from the atmosphere of the rest of the city and does not resolve the issues that I listed for option 2.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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is fully equipped, just to replicate it somewhere else.

King's Cross is one of the places that is mentioned as an example. King's Cross is good not only because it is modern and well connected by train and tube, but also because it has sport facilities for locals (Better St Pancras), places for shopping (i.e. Waitrose and local markets), a vibrant atmosphere (with the Central St Martins University of Arts London), cultural activities and displays (i.e. in Granary Square and theatres), green spaces, etc. Likewise, King's Cross is good because their special atmosphere is the continuation of the rest of the city instead of being an isolated bubble (i.e. other

							Better gyms, theatres and green areas are found outside of that area, close by)						
							Coming back to the example of the Arts & Leisure Centre, this is holding a number of activities and competitions (i.e. fencing, a couple of weeks ago) and is used extensively. In my opinion, instead of being demolished, it should be highlighted and reinforced with pride, as a hallmark, rather than only fabricating green and cycling spaces around the station to seem healthy.						
134	Member of public	Options and Opportunities		63e8c7011bd2b3001925c9d8	3	-	-	3	-	-	3	-	Positive and negative comments noted on the options. All feedback will be

													collated and fed back in to the Council's projects and future work.
135	Member of public	Options and Opportunities		63e8c0b21bd2b3001925c997	1	I don't like anything	It will make traffic worse around Stevenage. The road never should have been changed	1	I don't like it	Traffic will be made worse in a town where it's already bad	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
136	Member of public	Options and Opportunities		63e52198c2edbf00191a64a0	1	-	There is no need to change Lytton Way. There is already safe pedestrian access between the bus and rail stations via the bridge and the new pedestrian crossing. This proposal will disrupt traffic flow and have knock-on effects on other surrounding roads.	1	-	There is no need to change Lytton Way. There is already safe pedestrian access between the bus and rail stations via the bridge and the new pedestrian crossing. This proposal will disrupt traffic flow and have knock-on effects on other surrounding roads.	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
137	Member of public	Options and Opportunities	1	63e519d33fc808001992fb29	4	It'll probably reduce bus travel time for busses like SB2, SB3 and SB7 being able to take a more	-	3	-	-	4	-	Positive and negative comments noted on the options. All

						direct route to the bus station							feedback will be collated and fed back in to the Council's projects and future work.
138	Member of public	Options and Opportunities		63e50fc6c2edbf00191a63ce	4	-	-	3	-	-	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
139	Member of public	Options and Opportunities		63e40e7ec2edbf00191a5d11	1	-	This option is completely unrealistic. It appears to restrict access to the new multi storey car park. The road currently is very busy and this will create so much disruption in the area that is open and in surrounding roads. Similarly, access to and from Tesco and the car park will be more difficult. It is not clear how passengers can be	1	Nothing	Please see comments made against option 2.	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							dropped off at the station, or is it expected that this will happen in the leisure park, where there is no lift. If people are dropped off at the entrance to the multi storey car park then that will block the entrance and make people walk further than currently.						
140	Member of public	Options and Opportunities		63e40e1f477d320019aaf13a	1	Terrible idea	Removes an essential thoroughfare through the town. Makes it harder to drop off/pick up from the station	1	Terrible idea	Removes an essential thoroughfare through the town. Makes it harder to drop off/pick up from the station	1	Don't support as it relies on the thoroughfare being closed off	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
141	Member of public	Options and Opportunities		63e3e7df1bd2b3001925a74a	5	-	-	3	-	-	4	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

14 2	Member of public	Options and Opportunities	1	63e3d95bc2edbf00191a5a6d	5	Enhancement of public transport options and the reduction of road danger on Lytton way. The current situation with drop-off and ranking taxis in the station leads to regular near misses on the thoroughfare where cars stop on/in the filter to the station or in the bus stop.	-	5	Creation of car-free spaces in the town centre.	Re-routing of bus routes. Removing permeability for public transport seems counter-productive.	5	This will reduce a significant barrier to cycling accessibility in the New Town. As a current cyclist access to the new town is extremely frustrating coming from the North/West of the station as you need to dismount either on the north of town, at the station or cycle all the way south to Six Hills way.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
14 3	Member of public	Options and Opportunities		63e3c296477d320019aaec87	1	Leave Lytton way as it is just replace the cones with a permanent fixture. The bridge between the railway station and the theatre needs covering.	-	1	Nothing	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

14 4	Member of public	Options and Opportunities		63e3887ac2edbf00191a535e	1	Nothing	Who is going to use the pedestrianised area? Also how are buses from the north of Stevenage going to get to the bus station without either using Gunnels wood road or St Georges way which will of course be even busier when Lytton way is removed. Gresley way cease to become a through North/South road due to all the sets of traffic lights given planning re: Gresley Park estate so where is the through traffic going to go. Stevenage will be grid locked causing even more pollution probably worse than it would be if nothing was done	1	Nothing	As before re: comments for option 2	1	Cycle tracks are seriously underused . Most cyclists use the pavements anyway even if there is a cycletrack available	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
14 5	Member of public	Options and Opportunities		63e37ce01bd2b30019259df6	1	The roundabout into Tesco and the new car park	The traffic chaos caused by traffic funnelling around the Town using St George's Way and Gunnels Wood will be horrendous	1	nothing	The traffic chaos caused by traffic funnelling around the Town using St George's Way and Gunnels Wood will be horrendous No Bus access from north of town so	3	not a cyclist but seems ok	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

										increase journey and pollution Prefer to have public space in the town not in the dead space between the station and town - who will use it???			Council's projects and future work.
146	Member of public	Options and Opportunities		63e372e7477d320019aee553	1	Nothing	Cause a issue with entry to Tesco and move congestion to another road. Also won't be able to pick anyone up from the station by car.	2	Not much really, would cause major traffic disruption to the town centre and possibly cause problems with traffic trying to get in to Tesco's, nice to have some pedestrianised areas though	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
147	Member of public	Options and Opportunities		63e36892c2edbf00191a4fa5	1	-	-	1	-	Thinking about the volume of traffic at peak times and the new car park access, this would cause so much more congestion - pollution.	1	The existing cycle way allows access to the station from all directions. Its wide enough for both directions. This really don't need to change.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

14 8	Member of public	Options and Opportunities		63e3492040aa3500194a3681	5	Nicer view	Railway stations, much like airports, are used by people travelling with luggage, particularly when trains services run to major airports. The less distance you have to drag your luggage around, the better your experience will be. Drop off and pick up areas for personal vehicles are needed. Taxi ranks should be outside the station. Even if people have to park and wait further away then drive up to collect someone waiting would be a novel solution.	3	Definitely great for anyone walking, much better impact for people visiting Stevenage for the day.	Travelling with luggage would be terrible	3	Keeping cyclists and pedestrians separate is a good idea	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
14 9	Member of public	Options and Opportunities		63e2ed6040aa3500194a362b	1	Nothing	Restricting vehicle access to Lytton Way will cause chaos elsewhere in the town centre and reduce footfall	1	Nothing	Making Lytton Way a no-through route for vehicles	3	Current cycle routes are fine	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

150	Member of public	Options and Opportunities		63e2d36740aa3500194a357c	1	How is the police station supposed to operate without a dual carriage way, increasing response times.	-	1	nothing	the previous system with dual carriageway and filter lane worked.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
151	Member of public	Options and Opportunities		63e2b1d41bd2b300192598f4	1	-	Restrictions of traffic as not everyone can use public transport or bikes to get around	1	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
152	Member of public	Options and Opportunities		63e29dbd477d320019aae0c7	1	Nothing	Makes transportation to and from the station if you don't live nearby (and need to drive) or are disabled and need access to close to the station. Not everyone can ride, or indeed wishes to, a bike, or has ease of walking.	-	-	What I don't like about this is the thought of the potential damage to your health that the drugs you are taking that lead to such proposals may cause...	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

15 3	Member of public	Options and Opportunities		63e29dac1bd2b3001925985b	1	Nothing	<p>How do you propose to enable vehicles to enter and exit Tesco's and Westgate car park.</p> <p>How do you propose to ensure easy free moving roads. Its already a nightmare existing Tesco's. What's your plan to ensure the roads don't become blocked. If traffic gets stuck in the tescos car park because of the road plans is it your plan to reimburse those that get trapped over the three hours at peak times.</p>	1	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
15 4	Member of public	Options and Opportunities		63e279355519820019357756	-	-	-	1	-	-	5	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

15 5	Member of public	Options and Opportunities		63e25ed1c0eab7001995440b	1	-	The flow of traffic would be disrupted, this will not reduce traffic only increase travel times and engines running idle this causing more air pollution. How can there be any proposal on reducing roads even to single lanes when the population of Stevenage is increasing	1	-	Will just push traffic to other routes and cause more congestion.	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
15 6	Member of public	Options and Opportunities		63e24f6ce940a100194159cc	3	-	Would Ubers be allowed? Would struggle as disabled autistic person without them	3	Nicer for pedestrians	Bus would take longer	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
15 7	Member of public	Options and Opportunities		63e24324f3d9db0019c993b3	3	Makes Stevenage more welcoming. Lots separation between station and city centre.	Private quick drop off / pick up of visitors at directly at the station by car will not be possible anymore. Perhaps create dedicated and well signalled meeting point (no charge for a couple of minutes) very near by	1	Probably even more welcoming for visitors. Should have some shops to make it not just big dead space	Difficult for buses and taxis routes	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects

													and future work.
158	Member of public	Options and Opportunities		63e23a917ff94c0019ed54f2	3	less traffic and more pedestrian/cycle friendly	Hard to drop-off/pick-up people at the station by car	4	Much improved gateway to the town. Improved ped/cycle access.	Hard to drop-off/pick-up passengers by car	4	Stevenage cycle network needs much better wayfinding/signage.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
159	Member of public	Options and Opportunities		63e22f65ed5e7f0019c9c459	-	-	Penalises other users. Will load even more traffic onto St George way. The best solution is that currently active as managed by cones. It works well. Access to Tescos will be impossible eventually leading to their leaving the town centre..	1	Nothing	Everything	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
160	Member of public	Options and Opportunities		63e22d7d54abf80019e9e38e	1	-	-	1	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to

													the Council's projects and future work.
16 1	Member of public	Options and Opportunities		63e22a76ed5e7f0019c9c420	1	Nothing	Will generate significant congestion on other roads in the area for no real benefit. The station is linked to the town centre by the walkway already.	1	Nothing	At a time when large amounts of residential properties are being constructed in Stevenage it is madness to further restrict the already congested town centre traffic	1	The existing cycle path is sufficient	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
16 2	Member of public	Options and Opportunities		63e10f048ab3ba0019ca39c2	5	Traffic management, addresses issue with exit to Tesco car park	Measures to control taxi speed, and pedestrian safety.	5	Very green approach, far better taxi management and reduced risk to pedestrians	Nothing	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
16 3	Member of public	Options and Opportunities		63e10d308ab3ba0019ca397f	5	Cleaner air from reduced Traffic. Easier for pedestrians to walk to and from the bus stop and town centre. Nicer welcome into Stevenage not met by a busy road. Future developments	not "don't like" but consideration needs to be given to: 1. how this will affect the traffic coming out of Tesco and the surround rounds to Stevenage. 2. Where will	3	Plaza are great to add greenery and scenery.	-I believe this will be too distributive for traffic in the surrounding areas. - The reduced traffic with option 2 is enough to reduce the traffic as exiting the train station e.g. the	2	As a cyclist I don't think there would need to be two cycle paths running parallel as long as there is clear signage of how to enter the bike path.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's

						will add to the"Hub"		the pick up and drop off area be for drivers? I'm assuming at the taxi pick up drop off there will be an area?			train development at Cambridge. -Given the new event plaza in town I don't think the town would need another plaza. As there isn't that much 'going on' no the plaza.			projects and future work.
164	Member of public	Options and Opportunities		63e0d0f010b9b3001937a59b	3	-	-		5	-	-	5	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
165	Member of public	Options and Opportunities	0	63e076fce9b1c50019fae59d	2	-	-		3	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

16 6	Member of public	Options and Opportunities		63dea6a08bf19e0019d76492	4	It will open more foot traffic and opportunities to use the area around the station in a more community-friendly way. Cars should be discouraged as a main transportation method, however the public transport needs to be significantly improved to achieve the desired effect!	I don't like the fact that the busses would cross the pedestrian route. I think busses and taxis should go around and leave the area fully pedestrianised.	5	I like everything about this option. It will also improve access to Tesco as less traffic will be around to block it.	-	5	The new segregated path is much needed. This is the best option.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
16 7	Member of public	Options and Opportunities		63dd1628df770a0018667813	1	nothing at all, the reasons for option 2 have no factual basis.	You're creating a ghost town, businesses will leave the area due to reduced footfall and ruin the already flagging economy.	1	absolutely nothing at all. Its a complete waste of money and time which will end up being reversed in 10 years.	It will ruin the town centre and business. If you were looking for a way to destroy the town you've got it.	1	There aren't enough cyclists in the town to justify this and the ones we have aren't using the current cycle paths and use the road. waste of time and money.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
16 8	Member of public	Options and Opportunities		63dce6515a4c89001904557a	4	-	-	4	-	-	4	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

169	Member of public	Options and Opportunities		63dcde435a4c8900190454a4	-	-	-	5	-	-	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
170	Member of public	Options and Opportunities		63dccbe7048a5600183fd0a5	1	-	-	1	-	-	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

17 1	Member of public	Options and Opportunities	2	63dbf4114d314d00197eed32	5	<p>Option 2 would be a massive boost to the town. As the report indicates, a huge problem with a lot of cities and towns in the UK is that their respective railway stations lie on the edge, far from where they should be. Before recently moving to Stevenage, I've lived all my life in Nottingham, and a key issue with Nottingham is that the railway station for the town lies far away from the city centre, right on the southern boundary.</p> <p>Whilst Nottingham has done things to attempt to rectify this, such as the expansion of the tram network to the station (which links up the station with the market square), the railway station still feels significantly far away from where the "action" is. Many in Nottingham lament the the demolition of the old central railway station, mainly because</p>	<p>The pertinent issue with Option 2 is how it will impact traffic, in and around Stevenage. Whilst Stevenage has great cycling facilities, thanks to the cycle network implemented in the 1960s; it's a key fact of life that people can and will use cars. Anecdotally, the only traffic I've ever seen on Lytton Way is the build up of cars leaving the Tesco supermarket at the north end of the site, so provided that this can be fully accounted for, I don't foresee this as being a significant hurdle. The only problem then is how much of a build up of traffic will this option cause on adjacent roads. One option that the Council may wish to consider is an underpass, provided that the belief is that traffic will</p>	5	<p>Option 3 has many of the same great features, and possibilities, as I've highlighted with Option2, though with Option 3, there would be an even greater possibility to really go for it, and make the entrance to Stevenage as fantastic as possible. In a perfect world, this would be my ideal choice, as it would provide a clear, welcoming, central hub for the town. There would be easy access to the town centre, moreso than Option 2.</p>	<p>Again, the only issue with this option, as with Option 3, ultimately comes down to traffic, and traffic flow. I don't think it would be too much of an issue with respect to bus routes, as they can be changed, it's just ultimately how this will impact the surrounding area traffic-wise.</p>	-	-	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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of the loss of architecture, but also because of the loss of a central hub from which people can reach the city centre from.

The proposal to reduce Lytton Way to a single lane road, consigned to only bus and taxi traffic, will be ideal in "joining" the town together, and making it feel as one. Lytton Way, at the moment, wastes a large amount of space, and does nothing more than segregate the town into two parts; the town centre, and the station/leisure park. In it's current state, it doesn't feel adhesive at all, or as "one".

There's also the fact that of course, it will permit pedestrians to feel much safer, and will allow them to traverse easily to the town centre. The current route to the town centre, the bridge through the art centre,

build up too much on the surrounding roads. For example, Option 2 can, and should remain in place, but if it's found that traffic would be too much of an issue, perhaps an underpass for existing traffic should be considered. For example, an underpass could permit existing traffic, whilst pedestrianisation could still be achieved over the top of it. There is of course a history for this, with an underpass on the adjacent Gunnels Wood Road. Again though, this is just a suggestion; whether it's feasible with respect to budget, and road configuration is another question!

has always felt like a rather poor entrance into the heart of the town, and so this will provide a great opportunity to erect a pedestrian boulevard into the town centre.

With reclaimed land from the removal of the lanes of Lytton Way, it also provides the opportunity to potentially, if space permits, to erect high density office, and living space around the station. This would be great as it could potentially result in people commuting to Stevenage itself, rather than having the populace commute elsewhere to places such as London.

17 2	Member of public	Options and Opportunities		63dbf2bbc995d8001916187a	1	<p>increasing traffic everywhere else surrounding the town, seems like a good idea!</p> <p>bike storage but of course all the bikes would be stolen so pointless</p> <p>rebuild the train station would be a better than this half baked idea</p>	<p>so you don't want people to park at Tesco or the multi million pound parking (clap clap) - the car is not going to go away you know. reduced noise outside the station, what? Trains don't produce noise any more what a stupid advantage!</p> <p>seriously what problem are you trying to solve here? you are going to cause chaos everywhere surrounding the town centre</p> <p>waste of money, just because the previous bus station was moved (as it want maintained, neither will the new one be) doesn't mean you have to waste millions on this. you want people to use more bikes well fix the paths, use this money on that or better inter connected busses. better yet, make sure the bus drivers</p>	1	<p>the use of the underground sign in Stevenage although that would mean its under TFL which would be worse!</p> <p>bike storage but of course all the bikes would be stolen so pointless</p> <p>rebuild the train station !</p>	<p>seriously what problem are you trying to solve here? you are going to cause chaos everywhere surrounding the town centre</p> <p>multi million pound car park you can no longer use!</p> <p>waste of money, just because the previous bus station was moved (as it want maintained, neither will the new one be) doesn't mean you have to waste millions on this. you want people to use more bikes well fix the paths, use this money on that or better inter connected busses. better yet, make sure the bus drivers actually stop and don't drive past!</p>	1	<p>what problem are you trying to solve? how about repairing the existing one and putting better access in including better bike storage.</p> <p>WASTE OF MONEY</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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							actually stop and don't drive past!						
173	Member of public	Options and Opportunities		63dbcfcec37d8f0019d336fd	-	-	-	5	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
174	Member of public	Options and Opportunities		63db95c38f188e00195a4697	5	Seems like an easier transition to the train station from town centre. Also, easier drop off and collection to train station.	Impact on other traffic in areas of the town. What impact would this have?	4	Better access, to and from town centre. Better link from bus station and train station.	A plaza might create additional space for ASB.	5	Fully agree with this, the cycle ways are important in the town and need to be included to ensure good active travel links to the station.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's

													projects and future work.
175	Member of public	Options and Opportunities	1	63daec1db13ef400191c0421	1	Nothing - it will cause major congestion in other areas of the town with even higher pollution due to traffic congestion	The idea of just allowing taxis and buses	1	Nothing - remember the leisure centre and theatre will no longer be there - what will be there instead ? A plaza area so far from the town centre area is not needed in this area	What is the obsession of removing cars from this area	3	No	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
176	Member of public	Options and Opportunities		63dae537de911f001a8e851d	1	Good link between old and new town currently	-	1	Route to lister, old town and aldi	-	-	-	Noted
177	Member of public	Options and Opportunities		63da5abba3fd5b0019d58042	4	Less traffic outside the main station area. It would also encourage the use of public transport - however the bus routes/services may need to be reviewed to keep up with demand, and reliability will need to be improved.	Potentially difficult to get picked up / dropped off in a car (non-taxi) unless another short stay area is created.	5	The idea of reducing as much traffic, noise and pollution as possible is great, and it would make the nearby areas more accessible on foot.	The bus services in Stevenage are already not great, so some serious thought and investment would need to go into improving the bus services before considering completely altering routes.	4	I don't cycle around the town currently, due to concerns over safety, however the introduction of more well-maintained, safer cycle paths may lead to this changing.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
178	Member of public	Options and Opportunities		63d97fa1ff400e001a55d6a7	4	-	-	2	-	-	4	-	Noted
179	Member of public	Options and Opportunities		63d952a6a0cf920019a1960e	1	Nothing	ALL vehicles except those that do not pay road taz	3	Safer for pedestrians	Cyclists should be banned from all pedestrian areas	2	Cyclists spill over into roads where they pay no road tax and onto pedestrian	Positive and negative comments noted on the

													areas. putting pedestrians at risk	options. All feedback will be collated and fed back in to the Council's projects and future work.
180	Member of public	Options and Opportunities	1	63d94bb0ff9f6001a5d3bc8	1	Would make a nice area to exit the station from.	The traffic is already really busy on the roundabouts leading to Lytton Way in the morning, it's currently a lot quicker to go through here than go straight over towards Gunnels Wood Road.	2	Easy access to the bus station	Concerns about the increased traffic levels on surrounding roads and roundabouts	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.	
181	Member of public	Options and Opportunities	1	63d9120ff400e001a55cd6d	1	-	It pushes traffic onto surrounding roads/roundabouts that are already very busy. Also how are people to access the new station carpark? or drop people off/Pick people up at the station? lytton way is a very crucial road in the flow of stevenage and without it causes congestion issues	-	-	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.	

18 2	Member of public	Options and Opportunities	1	63d884793bcd5d0019ac9718	1	NA	The roads in Stevenage are choked as it is. Trains are too expensive. Stop trying to stop us driving!	-	-	As before - stop taking the roads away! Who can afford to take the train anyway?! And they are never on time. Cars are essential, as is a good flow of traffic	1	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
18 3	Member of public	Options and Opportunities	1	63d84edd74e497001a6becb5	1	New station building	Removes car access to Lytton way which will increase traffic on other roads and make accessing new town more difficult	1	New station building	Removing car access will increase traffic on other roads and make getting to new town or other side of Stevenage more difficult. The bus service in Stevenage is not frequent enough or on time enough to be useful.	4	Cycle path needs more lighting	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
18 4	Member of public	Options and Opportunities	1	63d84a9b74e497001a6bec1b	1	-	Having multiple routes around Stevenage town centre keeps the traffic flowing. By removing this access to cars we are more likely to get traffic build up on the other ways around. The plans still show the leisure centre and theatre but it seems that	1	-	Same as specified for option 2. Traffic build up in the town as a result of removing one thoroughfare	3	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

							they might move from the current location. This thus takes away some of the attraction of having a plaza.						
185	Member of public	Options and Opportunities		63d84a703bcd5d0019ac94ee	5	Provisions for both Buses and Taxis only as im sure this would lead to quicker pick-up/drop off times?	-	5	Would definitely cut down on heavy traffic in and around the Train station and indeed pollution.	-	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

186	Member of public	Options and Opportunities		63d8424a74e497001a6beb10	4	<p>I am very much in favour of removing traffic in such a people-focussed area. Bus connectivity should remain a priority, and this option achieves that. The much larger share of space being dedicated for people is very welcome. It should make for a pleasant entrance for Stevenage.</p>	<p>I can see no justification for continuing to allow taxis through Lytton Way. This is my largest grievance with option 2. I would imagine only the low Bus traffic through Lytton way would enable the pedestrian space to feel safe.</p>		5	<p>Looks like a fabulous place to be and a worthy entrance to the city.</p>	<p>Lack of greenery. Impact on bus routes should be investigated.</p>	4	<p>I fully and enthusiastically support the provision of cycle paths, especially in Stevenage. However I am concerned that even with removing road carriageways, the parcel of land is quite narrow.</p> <p>I believe the isolation and lack of passive surveillance on the existing cycle path can be mitigated by the new infrastructure. I am concerned that a cycle path between the station and retail area would be more of a barrier than a bus lane, and would hurt the pedestrian-friendly nature of option 3.</p> <p>If proposal 3 is incorporated, I would retain only the left cycle-path along the side of the railway, so the pedestrian space is not interrupted. I would ensure adequate cycle paths</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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												lead from the south roundabout to the bus station. If proposal 2 is incorporated I would disallow taxi access (possibly rising bollards), and turn Lytton way into a shared bike/bus route.	
187	Member of public	Options and Opportunities		63d8385474e497001a6be9df	1	-	-	1	-	-	2	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

18 8	Member of public	Options and Opportunities	1	63d832463bcd5d0019ac920b	1	<p>I don't see any significant benefits.</p> <p>Completely stopping cars from using Lytton Way is a terrible idea, because it will force a large amount of north/south traffic (to/from the Old Town, B&Q and Roaring Meg) to divert either west or east along Six Hills Way - greatly exacerbating the already really bad traffic queues at it's roundabouts.</p> <p>This will contribute to *killing off* Stevenage's town centre, by making it an even less attractive place go to on the weekend (the traffic queues are already bad enough), and in general make Stevenage a less attractive place for people to live in.</p> <p>I say all of this as a keen cyclist - who realises that walking/cycling is not practical for many people & situations.</p>	-	<p>It would presumably make cycling to/from the town center easier - but the downsides far outweigh this.</p>	<p>Same as Option 2 - Completely stopping any vehicles from using Lytton Way is a terrible idea, because it will force a large amount of north/south traffic (to/from the Old Town, B&Q and Roaring Meg) to divert either west or east along Six Hills Way - greatly exacerbating the already really bad traffic queues at it's roundabouts.</p> <p>This will contribute to *killing off* Stevenage's town centre, by making it an even less attractive place go to on the weekend (the traffic queues are already bad enough), and in general make Stevenage a less attractive place for people to live in.</p> <p>I say all of this as a keen cyclist - who realises that walking/cycling is not practical</p>	5	<p>Keeping the existing cycle path is a must, as it's the only way for cyclists to be kept completely separate & safe from vehicle traffic. Cycling along Lytton Way will be MUCH LESS safe, because there would be places where other vehicles cross the cycle path (giving ample opportunity for horrible accidents).</p> <p>Stevenage's original cycle paths were sensibly designed to keep cyclists completely separate from other vehicles (like they do in the Netherlands), don't abandon this now.</p>	<p>Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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										for many people & situations.			
189	Member of public	Options and Opportunities		63d82f48d93b7b00187eca8f	1	-	All the micro-simulation modelling I have seen of the impact of the closure of Lytton Way to general traffic indicates grid lock in the town.	1	-	All the micro-simulation modelling I have seen of the impact of the closure of Lytton Way to general traffic indicates grid lock in the town.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
190	Member of public	Options and Opportunities	1	63d82b87dc545d0019dbc052	1	Nothing	Getting rid of Lytton way as a through road will close the town centre down. People do not have time to travel and park far away. There are also a huge amount of people that	1	Nothing	This would also change the way people use the station and would likely restrict people using it. It is already difficult with pick up and drop off at the leisure park side.	3	I do enjoy and use the cycle ways in Stevenage	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

							will not have the inclination to carry their shopping all the way to the other side of town for parking. There are so few shops in the town as it is, it is not worthwhile going to town for a long "shopping trip" as it is only feasible to pop in and leave. If I need a big selection of shops I go to Cambridge or Milton Keynes.						Council's projects and future work.
191	Member of public	Options and Opportunities		63d82557d93b7b00187ec9b7	4	Easier for vehicles entering and exiting swinggate. Greater	Not sure how the existing bike infrastructure safely integrates into existing provision	3	Feel safer in term of less traffic and a cleaner environment for sustainable travel	Buses would still have to use roads that are absorbing traffic in order to get to bus interchange. This not improving punctuality of buses	3	I feel more easier connections to the station would be welcome	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
192	Member of public	Options and Opportunities		63d8241674e497001a6be7f2	3	-	-	1	-	-	-	-	Noted
193	Member of public	Options and Opportunities		63d80e4d64c84300182b3608	1	-	-	-	-	-	-	-	Noted

19 4	Member of public	Options and Opportunities	1	63d80cde64c84300182b35ee	1	I like the idea of a cycle hub	It will push all the traffic onto surrounding roads making them busier, less safe and creating more potential pollution	1	Good that there's new trees etc	It will make it harder to travel around the town and push traffic onto surrounding roads making them busier and less safe	-	Why is the train station going to move? Surely that's going to cost money that could be better spent elsewhere?	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
19 5	Member of public	Options and Opportunities		63d80b507a9a5a0019cf2f8d	4	Less traffic. More connection to the town centre.	No access for disabled user vehicles to drop or pick up at station. Generally lack of a place to pick up or drop off at station. I'm not sure restricting the road use will change much, as long as it's still there and people are using the flyover it doesn't actually matter that much? I think practically need to come before looks.	3	More of a square entrance, better feel	No access for vehicles to station which seems illogical.	5	I like that the existing path by the train line is being kept but additional path also looks good. I guess my question is if the existing path is being kept, do we really need the additional. I think the new path will be better lit but question if this is going to be road level wouldn't the new path be less safe than what is existing?	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

19 6	Member of public	Options and Opportunities		63d806dc74e497001a6be5f8	1	I don't like it at all.	This will cause more traffic on surrounding roads. It's not viable for everyone to travel by public transport and cycling especially when you already have a long commute into London and the bus services are not up to scratch. It feels like everything is geared towards being "anti-car", which I am not happy about. I think the road should be left as it is. The changes which have already been made are not ideal due to the issues in exiting Tesco - I know there are traffic cones easing the flow but what is the permanent solution here? I feel this kind of money can be better spent elsewhere such as helping residents in the cost of living crisis.	1	Nothing.	Same as option 2 response.	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
19 7	Member of public	Options and Opportunities	1	63d805673bcd5d0019ac8f0e	1	Nothing as you have not explained what happens to the	You are not giving enough information as to what the impacts will be	1	nothing	where are you going to send all the traffic	1	No body uses the existing cycle network as it was envisaged to	Positive and negative comments noted on

						traffic the uses this road	and where the traffic will go. all the roads are very busy at peak times.					be used a route also exists along side the train line	the options. All feedback will be collated and fed back in to the Council's projects and future work.
198	Member of public	Options and Opportunities		63d80379d67e9e0019984c87	4	-	-	5	-	-	-	-	Noted
199	Member of public	Options and Opportunities	1	63d800dec83bec00190e69a3	1	It's part way to pedestrianisation	It's not option 3	-	-	-	-	-	Noted
200	Member of public	Options and Opportunities		63d7fb8d3bcd5d0019ac8e60	5	Attractive, pedestrian-scale arrival experience with reduction of vehicle types and greatly improved green infrastructure. Maintaining through-traffic combined with roundabout junction to Danesgate will also optimise the current bus interchange operation without considerable re-routing.	Only concern is the servicing of new developments between Swingate and Danesgate if vehicle types are restricted.	1	Reduction of vehicle access passed station and pedestrian-scale of arrival experience.	No through-traffic will lead to greater impact on surrounding road network and bus re-routing.	5	Absolutely retain and add to the cycling infrastructure passed the station (and hopefully improve connections towards GWR through other TIP funding).	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
201	Member of public	Options and Opportunities	1	63d7f54e365cbb001afb4432	1	Nothing	How will cars access the new multi storey car park at the station?	1	Nothing	How will cars access the new multi storey car park at the station?	-	-	The new MSCP will be factored into any new developments, particularly any issues

													around the highways.
202	Member of public	Options and Opportunities	1	63d7f3d7365cbb001afb4416	1	Nothing	How would you drop off or pick up from the train station? How would access be gained to the new station car park?	1	Nothing	It will merely push all vehicles to the other already busy and rush hour grid locked routes	-	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

ID	Name/Org	Theme of Comment	Agreements	Comment ID	Which of the following best describes you? - Quick Feedback	Why do you use the train station? - Quick Feedback	How do you travel to the train station? - Quick Feedback	We would like to hear your views on the area and/or AAP - Quick Feedback	Alternatively, you can upload any images or documents to support your views - Quick Feedback	SBC Response
203	Member of public	Quick Feedback		641611b757b8b70019011376	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays, Commuting - in and out of Stevenage	Walk	My walk from the old town in Stevenage can feel isolated, especially in the winter months. The cycle tracks can feel quiet, especially from 8pm onwards and it would be good to provide a good walking/cycling link to the old town. This could include better lighting, more green space, and generally an attractive public realm.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

20 4	Member of public	Quick Feedback	1	6415d4c449f368001a3f981d	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car, Bus	<p>I strongly believe that Lytton Way should be retained for through traffic for all types of road users. It is the most useful of all the roads near to the Stevenage Town Centre.</p> <p>The proposals to close it to through traffic depend on:</p> <p>1) The reduction in the use of cars to get to or move about in Stevenage.</p> <p>2) Gunnels Wood Road and St George's Way taking the North / South traffic which can no longer use Lytton Way if it is closed to through traffic.</p> <p>I attended the Stevenage Plan Examination in 2017 when the closure of Lytton Way was proposed and traffic flow modelling predicted log-jam conditions would occur if Lytton Way was closed without a reduction in traffic.</p> <p>The Planning Department seem to have a constant desire to reduce traffic by restricting the road system, without much evidence that traffic by motor car will drop. It is highly likely that petrol and diesel traffic will just be replaced by hybrid and electric vehicles. The railway station is already well served by cycle tracks, busses and taxis but there is no evidence that the people who use Lytton Way as an access route are inclined to cycle or walk.</p> <p>The railway line already divides the town centre from the Leisure Park and the removal of Lytton Way does little to help the integration of the 2 parts of the town centre.</p> <p>Lytton Way should therefore be retained.</p>	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
20 5	Member of public	Quick Feedback		641592796c9d7200191f9aae	I am a local resident	Pleasure/cultural trips - out of Stevenage	Wheelchair	Access needs to be at all times without the need to prebook	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the

										Council's projects and future work.	
20 6	Member of public	Quick Feedback		64154b3629a2d20019204446	I am a local resident	Commuting - in and out of Stevenage	Walk, Car		I don't cycle to the station as there isn't a secure place to store my bike. I have a nice bike and would expect it to be stolen if I left it there for 8-10 hours a day. Secure parking like they have in Peterborough would be popular. There is a waiting list on their station for this.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
20 7	Member of public	Quick Feedback		6414e4fe29a2d20019204390	I am a local resident	Pleasure/cultural trips - out of Stevenage, Occasionally for meetings in London	-	-		-	Noted

208	Member of public	Quick Feedback		64144fa6a9f6ee0019150937	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Car, Pedal cycle	<p>The train station is good as it's easy to access by bus, train, car or bike. You go to the train station to go somewhere else, not to stay. It's a super important public facility, where excellent access for all should be paramount. It is NOT a destination, it is a CONNECTION between destinations for EVERYONE.</p> <p>The town centre is ugly to enter, because you walk through swingate carpark to get there. I'd rather the train station be all carparks and ugly - but a fantastic *travel hub*, than for it to be beautiful but with no destination.</p> <p>It is for travel, please don't make stevenage less attractive by reducing accessibility to the travel hub.</p> <p>To make stevenage desirable, what matters is what comes after the travel hub. Hence the exit into swingate carpark being a very unpleasant welcome to the town centre. Better to move the carpark to lytton way and redevelop the swingate area with shops/residential to make it a place to hang out.</p>	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
209	Member of public	Quick Feedback		6414493c42f40000197a822f	I am a local resident	-	-	-	-	Noted
210	Member of public	Quick Feedback		64144583a9f6ee00191508a5	I am a local resident	Commuting - in and out of Stevenage	Car, Train, Bus, Walk	<p>The current area works fine. No further work needs to be done to increase pedestrian/cyclist provision. This will just cause mayhem for the majority of people who are dropped off at the station by cars and buses.</p>	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

21 1	Member of public	Quick Feedback	6414212a7de8ea00193b3fc 6	I am a local resident, I work in the area	Pleasure/cultura l trips - in Stevenage, Visting business - e.g. meetings, seminars, Onward travel to airports/holidays	Pedal cycle	The current multi story car park work has cut off access to the station from the cycleway that passes by. The access via the leisure park is significantly further for those coming from the east. The current Lytton Way lift is small and difficult to fit a cycle in (not that you can easily reach it with a bike). Accessing the station by cycle requires local knowledge as it is not signed, and is an unattractive approach via Industrial units. If a person with a cycle wanted to visit the retail area, it would not be the easiest.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
21 2	Member of public	Quick Feedback	64137b5255cd62001900d8 7	I am a local resident, I am a local business owner	Pleasure/cultura l trips - out of Stevenge, Onward travel to airports/holidays	Walk, Car, Train, Pedal cycle, Electric cycle	I want to see existing cycle access kept and improved. Cycle parking at the station needs to be expanded and made more secure. Equally, we need more charging points for electric cars and bikes. Finally, whoever plans the road access to the station needs to look at the disaster that has already been made of Lytton Way and find a way to correct it. To design a new traffic scheme that six weeks later needs a blocked-off lane and a hundred cones, permanently, to prevent gridlock is utter incompetence.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

21 3	Member of public	Quick Feedback	64136bbd55cd620019000d0f	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Pedal cycle, Walk	Why did you start by building a monster of a car park? It doesn't send the right message that people should be considering public transport and active travel first. And it looks terrible. I like the pedestrianised / public transport options to the central area. But surely these are redundant given the new car park - how would you get cars in and out? Again - you shouldn't have allowed building of this in the first place. Also Stevenage is increasingly (M&S, B&Q, Home Bargains, The Range) becoming a car friendly retail place - so you're effectively killing the environment at the same time as proposing pedestrian friendly schemes. It's a bit Jekyll and Hyde.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
21 4	Member of public	Quick Feedback	641301630e6306001992c8c8	I work in the area, I commute through the area	Commuting - in and out of Stevenage, Visting business - e.g. meetings, seminars	Walk	Any plans need to be intergrated with the SG1 project and other key developments in the area	-	Noted
21 5	Member of public	Quick Feedback	64117cc7320e760019446f0a	I am a local resident	Visting business - e.g. meetings, seminars, Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Bus, Walk, Car	I think you have grossly underestimated the impact on surrounding roads of displaced traffic. It is also disappointing to see the limited treeplanting proposals in this area. The vision would be more appealing if you had included my suggestion of a rapid transit system (e.g. https://prtconsulting.com/gallery2.html) taking Stevenage into the 21stC	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
21 6	Member of public	Quick Feedback	6410df663ce7ca0019dfd3fb	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car	What is in the plans to accommodate the traffic that currently uses Lytton Way?	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

217	Member of public	Quick Feedback	1	640f2247f00e61001a5e2289	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Car	The single thing that would most enhance my experience at the train station would be to put a perspex roof/tunnel on the pedestrian walkway over Lytton Way to protect travellers from the weather.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
218	Member of public	Quick Feedback		640f0ef533dc4b001928dc68	I am a local resident	Pleasure/cultural trips - out of Stevenage	Walk, Car, Pedal cycle	-	-	Noted
219	Member of public	Quick Feedback		640f0e3a33dc4b001928dc5d	I am a local resident, I am a local business owner, I work in the area, I am a regular visitor to the area, I study here, I commute through the area	Commuting - in and out of Stevenage, Visting business - e.g. meetings, seminars, Pleasure/cultural trips - in Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk, Car, Pedal cycle	Ye	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
220	Member of public	Quick Feedback	1	640f0d168df520001968c7d8	I am a local resident, I am a local business owner, I work in the area, I am a regular visitor to the area, I commute through the area	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car	Better drop off facilities and keep Lytton way open.	-	Noted
221	Member of public	Quick Feedback		640b48ffc9635f001936b82f	I am a local resident	Pleasure/cultural trips - in Stevenage	Walk, Bus	Wayfinding for blind/partially sighted needs to be clearer or at least organised assistance.		Noted

22 2	Member of public	Quick Feedback		640b486ac9635f001936b82 1	I commute through the area, I am a regular visitor to the area	Commuting - in and out of Stevenage, Visting business - e.g. meetings, seminars	Walk, Bus, Train	Signage needs to be configured in a clear way. A bit like the tube map and display clearly. An App of Stevenage and the surrounding area with integrated "route planner"		Signage / Wayfinding issues are noted. Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
22 3	Member of public	Quick Feedback		640b47f0c9635f001936b800	I am a local resident, I am a regular visitor to the area	Pleasure/cultura l trips - in Stevenage	Walk, Bus	Clear and better signage is essential to encourage walking and movement in the area. Perhaps utilise Great North Road and London Road.		Signage / Wayfinding issues are noted. Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
22 4	Member of public	Quick Feedback		640b473ec9635f001936b7b a	I am a local resident	Pleasure/cultura l trips - in Stevenage	Walk, Bus	Would love to see Lytton Way pedestrianised to create a better destination. Police need to sort their issue of coming out down one way. Re- routing roads would need consideration. Change would be a breath of fresh air.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
22 5	Member of public	Quick Feedback	1	640b0d5b387a91001950c48 d	I am a local resident	Commuting - in and out of Stevenage, Onward travel to airports/holidays	Car, Train	Retain access by car to Station in order to collect/deliver vulnerable people to the station.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's

										projects and future work.
22 6	Member of public	Quick Feedback	1	640a154fd115ce0019848bc1	I am a local resident, I work in the area	Commuting - in and out of Stevenage	Car, Bus	I'm concerned that effectively removing this portion of Lytton way from the road network will have a negative impact on the surrounding roads. I haven't seen or heard anyone talking about measures to mitigate this.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
22 7	Member of public	Quick Feedback		6409e71b8973f300193c6b7b	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Bus	Key is to maintain/improve bus/pedestrian links between Bus Interchange and any revised Rail Station.		Accessibility issues are noted.
22 8	Member of public	Quick Feedback		6409e6be8973f300193c6b65	I am a local resident, I am a regular visitor to the area	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Bus	Multi storey car park is a marmite building. How will this help the sense of arrival experience of Stevenage going forward.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
22 9	Member of public	Quick Feedback		6409e63439c2600018d65bb2	I work in the area, I commute through the area	Commuting - in and out of Stevenage, Visting business - e.g. meetings, seminars	Walk, Bus, Car	Connections for onward travel not obvious (including bus) especially shuttle bus to GSK camps. Are there other shuttle buses to other employment sites apart from GSK?		Onward connections is a important element for the town. These issues have been noted and will be fed back into the analysis.
23 0	Member of public	Quick Feedback		6409e5d78973f300193c6b51	I am a local resident, I am a regular visitor to the area	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Bus	Real time information and a presence of staff to help people make the right connections and from A to B.		Digital upgrades are important for future developments. These comments will

									be noted and fed through to relevant workstreams.
23 1	Member of public	Quick Feedback		6409e56839c2600018d65b95	I am a local resident, I am a regular visitor to the area	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage, Onward travel to airports/holidays	Walk, Bus	Need real time information and phone apps to be better connected and easy to use. Better technology which is easy to use for those not tech savvy.	Digital upgrades are important for future developments. These comments will be noted and fed through to relevant workstreams.
23 2	Member of public	Quick Feedback		6409e5188973f300193c6b3f	I am a local resident	Pleasure/cultural trips - in Stevenage	Walk, Bus	Wanted to know what would happen if the footbridge came down.	Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.

23 3	Member of public	Quick Feedback		6409b3b2469c540018aa2483	I am a local resident	Pleasure/cultural trips - out of Stevenage, Commuting - in and out of Stevenage	Car	I think the plans look to regenerate a currently very tired area of Stevenage. I agree that as a visitor to Stevenage the first impressions are tired and outdated. By providing a less car dominated area along Lytton Way will allow better and a more pleasant access between the Town Centre, Train Station and leisure park. I would love to see a completely car free space, due to the existing network in and around Stevenage this would not be a difficult task. I understand the need however for a comprehensive bus network and for taxis' to provide access to and from the station for residents and visitors, as well as residents in the immediate vicinity. I therefore support the proposals to remove as much motorised traffic movements from this area as possible.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
23 4	Member of public	Quick Feedback		6408e9415e68ad001904e45e	I am a local resident	Pleasure/cultural trips - out of Stevenage	Walk	-	-	Noted
23 5	Member of public	Quick Feedback		6.41E+62	I am a local resident	Pleasure/cultural trips - out of Stevenage	Walk, Bus	Concerned about accessibility and traffic around the town.		Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
23 6	Member of public	Quick Feedback		640748af7473220019739e3c	I am a local resident	Pleasure/cultural trips - out of Stevenage	Walk, Bus	Positive about change but would be concerned about the traffic moving around the town. Accessibility around the station is important to them.		Traffic and Accessibility comments have been noted. Positive and negative comments noted on the options. All feedback will be collated

									and fed back in to the Council's projects and future work.
23 7	Member of public	Quick Feedback		64074851b88a41001979ef23	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Bus	Accessibility is a big problem around the station. Positive about the changes and would like the station to be more accessible at a ground level.	Traffic and Accessibility comments have been noted. Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
23 8	Member of public	Quick Feedback		640747dc7473220019739e12	I am a local resident, I am a regular visitor to the area	Commuting - in and out of Stevenage	Walk, Bus	What will happen to the footbridge as part of any future proposals. Access at ground level to any proposed new station.	Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.

239	Member of public	Quick Feedback	640747842d73d000194a097a	I am a local resident	Commuting - in and out of Stevenage	Walk, Bus	The drop off point isn't great. Leisure park side is dangerous for pedestrians and not often a clear way to walk through. Would like to see this improved.	Drop off / pick up points have been a concern with the comments. Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.
240	Member of public	Quick Feedback	64074716e926a900190b9ba3	I am a local resident	Visting business - e.g. meetings, seminars, Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Car	Drop off point is essential. Positive for regeneration but concerned about the traffic that already use the road and access via vehicles around the area.	Drop off / pick up points have been a concern with the comments. Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.

24 1	Member of public	Quick Feedback	640746a7b88a41001979ef13	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk, Pedal cycle	Would like to see more shops, evening activities, bars etc. Increase leisure activities. Access to the town centre needs to be improved.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
24 2	Member of public	Quick Feedback	6407462ad64ab300199c57df	I am a local resident	Pleasure/cultural trips - in Stevenage	Walk, Bus	Concerned about the traffic. Where will it go if the Options 2 and 3 are implemented. Drop off and Pick up points need to be looked at.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
24 3	Member of public	Quick Feedback	6404d2670d874a00193e94ae	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays, Pleasure/cultural trips - in Stevenage	Car, Bus	I would like to see a friendlier drop off/pick up area at the station. Also accessibility needs to be addressed as a ramp is not always a suitable alternative to stairs, maybe a moving walkway? this would accommodate more people than a lift. However I am unsure about the closure of Lytton Way to cars as it would only add to the congestion elsewhere. Using the leisure park as an alternative access for vehicles, with appropriate accessibility, could also be an option.	Drop off / pick up points have been a concern with the comments. Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.

244	Member of public	Quick Feedback		640464ec7ac6e90019d1adb a	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - in Stevenage, Onward travel to airports/holidays	Walk, Car, Train	-	-	Noted
245	Member of public	Quick Feedback		6402341dff65370019fa8999	I am a regular visitor to the area	Pleasure/cultural trips - out of Stevenage	-	-	-	Noted
246	Member of public	Quick Feedback		64021b9f6d80c9001938f0b8	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Car	No Change! What will the impact be on St George's Way and where will people park for the station.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
247	Member of public	Quick Feedback		64021b356d80c9001938f0b7	I am a local resident	Pleasure/cultural trips - in Stevenage, Pleasure/cultural trips - out of Stevenage	Car	No way to a pedestrianised section and believe this will make other roads too congested.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
248	Member of public	Quick Feedback		64021ac26d80c9001938f0b2	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus	Bus routes are not adequate enough to get around Stevenage and struggle with mobility.		Bus route comments have been noted.
249	Member of public	Quick Feedback		64021a6421e83c001a09d677	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus	Bus routes are not adequate enough and need more green lines back in to London.		Bus route comments have been noted.
250	Member of public	Quick Feedback		64021a2d6949800019dfd1da	I am a local resident	Commuting - in and out of Stevenage	Walk, Car			Noted

25 1	Member of public	Quick Feedback	640219c3ff65370019fa8762	I am a local resident, I work in the area, I commute through the area	Commuting - in and out of Stevenage, Pleasure/cultura I trips - out of Stevenge	Walk, Bus	Want to know when the Lytton Way will implement changes.	Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, due to the document looking at visionary scenarios but any comments will be noted and fed through to the Council's workstreams.
25 2	Member of public	Quick Feedback	640218da2e82f90019c27aa a	I am a local resident	Pleasure/cultura I trips - out of Stevenge, Onward travel to airports/holidays	Car, Bus	1. can't believe bus lane debacle near to bus station. 2. Can't believe with increase in population ever considering reducing number of trains. 3. Can't believe even considering pedestrianising a dual carriageway when traffic flows is compromised anyway, especially in rush hour.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
25 3	Member of public	Quick Feedback	6402184e21e83c001a09d65 b	I am a local resident, I work in the area	Commuting - in and out of Stevenage, Pleasure/cultura I trips - out of Stevenge	Car	Would like to use their bicycle more. Pick up and drop off points need addressing. Like the pedestrianised option but concerned how this would impact on traffic.	The Council is looking at how to improve active travel in the town and will note the comments and feed back to relevnt workstreams.

25 4	Member of public	Quick Feedback	640217dd21e83c001a09d64 f	I am a local resident	Pleasure/cultura l trips - out of Stevenage, Pleasure/cultura l trips - in Stevenage	Car	Drop off/collection is a problem at the moment. Lytton Way needs to stay open. Concerned over traffic.	Drop off / pick up points have been a concern with the comments. Any changes to the current infrastructure will have to undergo significant masterplannin g and be subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.
25 5	Member of public	Quick Feedback	64021791ff65370019fa873b	I am a local resident, I am a regular visitor to the area	Commuting - in and out of Stevenage, Pleasure/cultura l trips - out of Stevenage, Pleasure/cultura l trips - in Stevenage	Walk	Worried about road network but happy to see some change.	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future developmennt.
25 6	Member of public	Quick Feedback	6402169aff65370019fa8726	I am a local resident, I am a regular visitor to the area	Commuting - in and out of Stevenage, Pleasure/cultura l trips - out of Stevenage, Pleasure/cultura l trips - in Stevenage	Walk, Train	Really want to see changes to the area. Interested in reasons behind options approach. Note the impact on the wider road network with options 2 and 3.	Traffic and accessibility has been a concern for many in the consultation. Any changes to the current infrastructure will have to undergo significant masterplannin g and be

										subject to a planning process. The ideas within the AAP does not include detail to this level, but any comments will be noted and fed through to the Council's workstreams.
257	Member of public	Quick Feedback		6402162b2e82f90019c27a78	I am a regular visitor to the area	Pleasure/cultural trips - in Stevenage	Walk	Good to see some changes to the town. Needs to move with the times.		Noted
258	Member of public	Quick Feedback		64021599ff65370019fa8711	I am a local resident, I work in the area	Onward travel to airports/holidays , Pleasure/cultural trips - in Stevenage, To study - in or out of Stevenage	Car, Mobility vehicle	A bus stop outside the indoor market would be great for the area and their business. This would help revitalise the indoor market and link better to regenerated town centre.		Bus route comments have been noted.
259	Member of public	Quick Feedback		6402151a21e83c001a09d60d	I am a local business owner, I work in the area	Commuting - in and out of Stevenage	Walk, Train	Interested to see what the proposed changes to the station will bring and the link to the regeneration in the town centre.		Noted
260	Member of public	Quick Feedback		640213ecca77fd001922074a	I am a local resident	Travel to hospital in London	Walk	Concerned about accessibility around the station but positive about connecting the station to the town.		Noted
261	Member of public	Quick Feedback		64021321ff65370019fa86e3	I am a local resident	Pleasure/cultural trips - in Stevenage	Bus, Walk	Better facilities for disabled, including those who struggle to hear. Accessibility in and around the station to the town is poor. I am positive about change and like the ideas to change things. Pick up/drop points needs a lot of improvement.		Accessibility issues are noted.
262	Member of public	Quick Feedback		640206b2ff65370019fa8637	I am a local resident	-	-	-	-	Noted
263	Member of public	Quick Feedback		6401f87021e83c001a09d456	I am a regular visitor to the area	Visting business - e.g. meetings, seminars	Car	-		Noted

26 4	Member of public	Quick Feedback		6400ba3a9623ac0018de71c b	I am a local resident	Pleasure/cultura l trips - out of Stevenge	Bus	I don't see any benefit in pedestrianising lyton way as access from the train Station is at an elevated level offering a bridge in to the town. In order to cross lyton way would involve descending a level from the station concourse, crossing the road and reaching the same place as the current overbridge	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
26 5	Member of public	Quick Feedback		64005385fe6c0800192e6d7 0	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultura l trips - out of Stevenge	Walk	-	-	Noted
26 6	Member of public	Quick Feedback		63fe7cba9c4f510019f7686d	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultura l trips - out of Stevenge, Onward travel to airports/holidays	Car	If itâ€™s not broken donâ€™t fix it! Why build a multi storey car park onto this road? How will people get into and out of tescos? What a waste of money again!	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

267	Member of public	Quick Feedback		63fd46b573ed6100197d4065	I am a local resident	-	-	Can you explain why there is nothing in the plan about knocking down the arts and leisure centre, used by thousands of people every week other than a bland "statement"? That "The provision of replacement sports and theatre facilities elsewhere within Stevenage Central". What facilities? Where? When? To knock down this facility to do no more than create better east west links? There must be clear on how where and when this will be done. That new facilities at least as good and as big as the existing ones will be completed before the old one is removed. They arts and leisure centre is a fantastic facility for local residents being sacrificed for commuters. With no concrete plan in places to replace it.	-	Any changes to the current infrastructure will have to undergo significant masterplanning and be subject to a planning process. The ideas within the AAP does not include detail to this level, due to the document looking at visionary scenarios but any comments will be noted and fed through to the Council's workstreams.
268	Member of public	Quick Feedback		63fb7b437bccf1001998bb76	I am a local resident	Visting business - e.g. meetings, seminars, Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Pedal cycle, Walk, Electric cycle	-	-	Noted
269	Member of public	Quick Feedback	1	63fb5d08ed37cc0019f71dfb	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	I don't want this area pedestrianised as it will cause congestion on other roads and waste the tax money I have to pay.	-	Noted
270	Member of public	Quick Feedback		63fb27457bccf1001998b95d	I am a local resident, I am a regular visitor to the area	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk, Car, Bus	-	-	Noted
271	Member of public	Quick Feedback		63f8c760e3a53a001848d3bc	I am a local resident	Commuting - in and out of Stevenage	Walk	Works in London and is able to walk to the train station for commuting. All positive for change and different uses being available around the station.		Positive and negative comments noted on the options. All feedback will be collated

									and fed back in to the Council's projects and future work.
27 2	Member of public	Quick Feedback	63f8c682e8aa2d00192ceed0	I am a local resident	Pleasure/cultural trips - in Stevenage	Bus	Positive about change in the area but concerns were around how to implement use of other transport rather than the car. Uses the buses regularly but frustrated that there are no buses after 7pm from the old town to his local neighbourhood. Enjoys using the old town leisure facilities but feels the town is still too reliant on the car with no other form of transport, particularly buses.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
27 3	Member of public	Quick Feedback	63f8c5a6e3a53a001848d39e	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	Concerns were over parking for shopping and how the new MSCP car park will cost in the future. Felt the town centre had moved to the Roaring Meg. The M&S and soon to be TK Maxx changing the nature of the area around the roaring meg with not enough parking for demand. How do you fix this with the changing nature of the town centre.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
27 4	Member of public	Quick Feedback	63f8c511e3a53a001848d394	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Bus, Car	The station does not need any improvements. Lytton Way should be left as it is. Relayed concern over traffic movement and access to the station in the future.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
27 5	Member of public	Quick Feedback	63f8c4965d378400180a5e77	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Walk, Car, Bus	Concerned about car parking and accessibility for vehicles along Lytton Way. Car movement and parking important to their lifestyles.		Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

276	Member of public	Quick Feedback	63f8c420e3a53a001848d378	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus	Positive about the regeneration of the town. Not interested in shops but leisure facilities in the area would be advantageous. A fan of the Gordon Craig.	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
277	Member of public	Quick Feedback	63f8c37ee8aa2d00192cee7b	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus	The lighting and general maintenance of the station and surrounding area needs to be improved. Areas have been slippery in bad weather and too dark in and around the station at night. The station is inaccessible in a number of locations.	Lighting / Safety and wayfinding have been common concerns. All feedback will be collated and fed back in to the Council's projects and future work.
278	Member of public	Quick Feedback	63f8c330cfcec40019aba806	I work in the area	Commuting - in and out of Stevenage	Train	Supportive of option 2 and 3	Noted
279	Member of public	Quick Feedback	63f8c2dae8aa2d00192cee6f	I am a local resident	Pleasure/cultural trips - out of Stevenage, Pleasure/cultural trips - in Stevenage	Bus	Uses station a lot and interested to learn about the new ideas for the area.	Noted
280	Member of public	Quick Feedback	63f8c0db8fba070018c46d73	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk	The Tesco entry needs to be addressed within the wider plans. Very positive about the ideas to improve the area.	Noted

28 1	Member of public	Quick Feedback	63f3eca4ee5b6500190afae2	I am a local resident, I commute through the area	Commuting - in and out of Stevenage, Onward travel to airports/holidays , Pleasure/cultural trips - out of Stevenage	Walk, Car	<p>The existing train station is an eyesore and it's very awkward to use. As a local resident you get used to it but in comparison to the modern stations in London and in various parts of the country, it feels very outdated and somewhat depressing! This particular land space has so much potential. Lytton Way ought to be closed to through traffic and a new station with plaza offering places to relax, places to eat/drink, meet friends etc before moving through to the town centre would be much better. I've commented throughout this proposal and so may repeat views here but I'd love to see the area completely transformed. A pedestrianized thoroughfare to the town centre would completely enhance Stevenage. The Leisure Centre building currently blocks the route through and in removing that brings potential for a new tree lined pathway through, with perhaps retail or restaurant units along the way. Whilst I feel the Leisure Centre ought to go, we should try to keep the Gordon Craig Theatre but in a new modernised structure. We should take inspiration from parts of London that have modernised in the last 10 years, such as the developments at Stratford, Wembley, Greenwich etc. Stevenage is the London overspill and ought to have a bit of a modern London feel. This will attract higher earners to live here and put money into the economy of Stevenage. I often arrive late home to the station and it's dark and not a welcoming space, this could really change too with development. The Outernet at Tottenham Court Road is an interesting use of space and something modern like that on arrival to Stevenage would be good to see. Pop up fountains in a plaza that children could enjoy and seating for people to meet others would be nice. The new bus interchange is great, as is the ability to cross the road now to get to it from the station. However I feel that this would be better as a pedestrianized space, a seamless journey from train station to bus interchange, without the need to cross any roads. I also believe it's time that Tesco vacated the space and the land put to new use, to form part of the town which is rich in a variety of retail, restaurants etc but not more residential apartments etc.</p> <p>I feel passionately about this regeneration of Stevenage and have been waiting for it for about 20 years now.</p>	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
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28 2	Member of public	Quick Feedback		63f38713ef3ecc00194a1b25	I am a local resident	Commuting - in and out of Stevenage	Car	Concerned about Lytton Way to be accessed only by bus or taxi. When I collect and drop off family & friends to the station, this will be impossible under your plans. Making it into 1 lane is a possibility, but I'd rather it was left as it is.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
28 3	Member of public	Quick Feedback		63f2820df9949e00193f7277	I am a local resident, I commute through the area	Commuting - in and out of Stevenage	Car, Walk, Pedal cycle	I mostly get dropped off by car in the early morning for my daily commute. I would be very disappointed if Lytton Way was not available for my partner to drop me off easily right in front of the station without having to go all the way round to the leisure park to drop off.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
28 4	Member of public	Quick Feedback	1	63f232d38ef1840019b60866	I am a local resident	Pleasure/cultural trips - in Stevenage	Car	Why do we bother, you've already made up your minds. Stevenage is being ruined, hardly any shops etc. worth visiting in the Town Centre, now ruining other areas. If Lytton Way is pedestrianised, or one lane for buses and taxis only, how are you supposed to pick people up at the railway station, especially if they have a lot of heavy bags/luggage etc.? It was better before all the messing about, and making it two lanes. We've got traffic lights for buses to pull out into the traffic which are never used, more money already wasted!!!!	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work. Any changes to the area will be subject to a full planning process with inclusion from residents, businesses and key stakeholders. The AAP document is to develop strategic ideas and a framework for future development.

										All comments are taken onboard and fed through to the Council's workstreams.
28 5	Member of public	Quick Feedback		63f000ba12db21001936e673	I am a local resident	Pleasure/cultural trips - out of Stevenge	Walk, Car	-	-	Noted
28 6	Member of public	Quick Feedback		63efda6e5c818a0019c79ed1	I am a local resident	Onward travel to airports/holidays	Car	The station needs to be updated with better toilet facilities and disabled access. Access to the short stay car park has been worsened by the existing changes to Lytton Way. I don't feel there is any problem with access to the bus station or town centre from the railway station and the Leisure Centre should remain where it is.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

287	Member of public	Quick Feedback	1	63ef9a4f166b3d0019f006f6	I am a local resident, I am a regular visitor to the area, I work in the area, I commute through the area	Visting business - e.g. meetings, seminars, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car, Walk	<p>Currently I get a lift to the station, firstly because the cost of parking in town and around the station is too high, and the reliability and frequency of buses is vastly reduced. Getting a lift, dropped off and then picked up is doubling emissions than it would be if I could park near the station for a reasonable amount. I cannot rely on the bus network Because it is far too unreliable, expensive and infrequent. Not having free/low cost parking is supposed to encourage greener travel, but the cost of that Greene travel, compared to getting a lift which doubles emissions than just parking somewhere is the opposite of what the parking charges are trying to achieve. For the Greener town idea to work, you either need to increase the bus network, make it more reliable and affordable. Or scrap it and have some sort of free/cheap parking which gives people the option to drive in.</p> <p>The addition of traffic lights has caused a lot more congestion, which again is increasing emissions and local air quality. Frankly I saw no issue with the overpass and using the ramp to get to the bus station/town centre from station. There are far more issues that the council should be tackling and allocating resource too, than a slightly shorter step free link to the bus station.</p>	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
288	Member of public	Quick Feedback		63ee8f67196d450019d19176	I am a local resident	Visting business - e.g. meetings, seminars, Pleasure/cultural trips - out of Stevenage	Pedal cycle	Would be great to pedestrianise or create a park on Lytton Way to connect the train station to the town center.	-	Noted

289	Member of public	Quick Feedback	2	63ee63911f293e0019efc463	I am a local resident	Don't use train station often	-	I am very concerned regarding plans to reduce Lytton Way to single lane or close to traffic completely. Living on the far side of town I commute to work on Gunnels wood Road and even if there is one road closed in town it causes lots of traffic build up. By closing this road you are restricting traffic flow which the 2 main through roads of Stevenage pull you 2 and you need to get across town. You have continued to expand the town beyond the original boundaries, I now no longer live on edge of town as I originally did and you continue to squash more and more housing in the middle. You need to be sensible with roads. We have aging population which will rely on personal cars to daily tasks, I live with disability and rely on my own car and making large areas where you can't drive to and have to walk lots is not sensible. More housing will mean more cars and soon this town will be as congested as London if you shut off key roads and this will lead to more pollution as people try to get to and from work. As it is the roads in this town are not enough for the amount of rush hour traffic.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
290	Member of public	Quick Feedback		63edf343b4a5ee00185049c9	I work in the area	Visting business - e.g. meetings, seminars	Car	test	-	Noted.
291	Member of public	Quick Feedback		63ebb75514a2fd0019301f7a	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus	Leave it alone, there is an adage, if it aint broke don't fix it. Leave the theatre, the population of Stevenage and beyond enjoy the facilities.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

29 2	Member of public	Quick Feedback		63eb9b8cd3c98000183816fd	I commute through the area	Commuting - in and out of Stevenage	Car	Reduce the multi-storey station north car park season ticket permit in line with all the other long stay car park permit prices. Youâ€™ll attract more people to use it if it wasnâ€™t so expensive. Or maybe just offer the reduced rate to EV owners.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
29 3	Member of public	Quick Feedback		63e8d38205e9170019c84609	I am a local resident, I work in the area	Pleasure/cultural trips - out of Stevenage, Visting business - e.g. meetings, seminars	Bus	-	-	Noted.
29 4	Member of public	Quick Feedback	2	63e812781bd2b3001925c7e0	I commute through the area	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Train, Pedal cycle, Bus	Taxi rank close to bus stop. Maintain road connection between roaring meg area and old town without having to go around town centre. No tight corners, narrow passages or shared pedestrian access on cycle route.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
29 5	Member of public	Quick Feedback	1	63e750a6a10fa8001910793a	I am a local resident, I commute through the area, I am a regular visitor to the area	Onward travel to airports/holidays , Pleasure/cultural trips - out of Stevenage	Bus, Car, Walk	I don't see the point of making Lytton Way for pedestrians. The train station can be easily reached on foot already, there is nothing in the area to see.. this is usually done where there are lots of shops so people are "forced" to walk, therefore shop. The problem is the new road layout there, I was an hour late from work once as couldn't get out of Tesco Car Park at lunchtime for 1 hour 20 minutes. How is this okay.. The left lane needs to be Tesco only, I don't know how the current plans could have been approved to start with!! The traffic is worse each year, loosing that road would be a disaster. The suggestion makes no sense at all.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

29 6	Member of public	Quick Feedback	1	63e558fa1bd2b3001925b39 7	I am a local resident	Pleasure/cultura l trips - out of Stevenage	Car	If you reduce Lytton Way to either one lane or pedestrianise it you should all be banned from running, sitting or having anything to do with planning ever again at best, and criminal charges at worst. You have RUINED the critical infrastructure of this town over the last 20 years or so.	-	
29 7	Member of public	Quick Feedback	1	63e43a0b3fc808001992f4aa	I am a local resident, I am a local business owner, I work in the area, I am a regular visitor to the area, I commute through the area	Commuting - in and out of Stevenage, Pleasure/cultura l trips - out of Stevenage	Car	I think pedestrianising Lytton way is a ridiculous idea. These town planners really need their heads knocked together. What we need is a smoother pick up and drop of point for the station, clearer access from the cycle path to the station, a better well lit and covered bridge through to the town centre. The huge waste of money at the old bus stations needs to be removed too. It's disgraceful and awful to look at. Sure chuck in a few more trees but restricting the flow ground the town is a recipe for gridlock.	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future developmennt.
29 8	Member of public	Quick Feedback		63e3ca701bd2b3001925a4b 5	I am a local resident	Pleasure/cultura l trips - in Stevenage, Pleasure/cultura l trips - out of Stevenage	Walk, Bus, Pedal cycle	-	-	Noted.
29 9	Member of public	Quick Feedback	1	63e398d440aa3500194a3b8 9	I am a local resident	Pleasure/cultura l trips - in Stevenage	Car	It needs to go back to the original lay out, peadestrian area wont work and buly xutting it to taxis and buses only you wont be able to easily get to the starion. Also traffic is already hornmedous on gunnels wood road in the morning you are just going to increase dldisruption to people who cant walk to work in the morning causing more traffic jams and accidents both proposed plans are awful and need further planning	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future developmennt.

300	Member of public	Quick Feedback	63e39610477d320019aae85e	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk, Car	The whole area is an absolute mess at the moment. The changes to the lanes outside tesco was a joke. It regularly took me over an hour to get out of the carpark. It needs to go back to a filter lane. The pedestrian crossing is an accident waiting to happen. Not sure who thought that was a good idea when there's a bridge to use to safely cross the road.	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
301	Member of public	Quick Feedback	63e3753a40aa3500194a385a	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	Please don't forget access for the disabled. we need adequate amounts of parking spaces allocated where we can either park to collect someone coming into Stevenage or leave the car all day in order to travel into London or Brighton. The disabled assistance is currently brilliant and it's a pleasure to travel (I'm in a wheelchair). The lift to the ticket office needs to be bigger. It doesn't take all the 5 o'clock commuters and a wheelchair in order to get out (or down to the platform).	-	Access for all is an incredibly important element for the future. Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
302	Member of public	Quick Feedback	63e371d8c2edbf00191a5095	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk, Car	-	-	Noted.
303	Member of public	Quick Feedback	63e369b7c2edbf00191a4fb2	I am a local resident, I work in the area, I commute through the area	Pleasure/cultural trips - out of Stevenage	Car, Bus, Walk	One of the main roads through the center of Stevenage needs at least 2 lanes. Reducing it or closing it will just cause gridlock around the rest of the town center area.	-	Noted.

304	Member of public	Quick Feedback	1	63e361cb477d320019aae401	I am a local resident	Commuting - in and out of Stevenage, Visting business - e.g. meetings, seminars, To study - in or out of Stevenage, Pleasure/cultura l trips - out of Stevenage, Onward travel to airports/holidays	Walk, Car, Bus	Just one - Do not close Lytton way to traffic. Open a new entrance to tesco on the disused slip road on the petrol station side. Right now the cones on the road show what it should always be like, with tesco traffic being able to merge easily onto Lytton way. Making it a pedestrian area or a road for only taxis and buses would only make other roads so much worse for congestion and I do not believe there is enough attraction in Stevenage for people to use the pedestrian area. It would be a waste.	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future developmennt.
305	Member of public	Quick Feedback	2	63e356d41bd2b30019259b37	I am a local resident	Pleasure/cultura l trips - out of Stevenge, Onward travel to airports/holidays	Walk, Bus	The new bus station is brilliant, good design and location. Lytton Way is a crucial artery through Stevenage, please donâ€™t close it to traffic. The other North-South roads we used to have, have all been made cumbersome by traffic lights to facilitate shops and are already quite busy. To lose another major route would add to increased traffic on roads such as Monkswood and Gunnelswood and cause congestion elsewhere.	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future developmennt.
306	Member of public	Quick Feedback		63e350a940aa3500194a369d	I am a local resident	Commuting - in and out of Stevenage	Walk	The pick up area is still awful thatâ€™s what should have been changed as a priority. I walk to the station but the walk home is too dark to be safe so I get collected- lâ€™ve commuted for 32 years and itâ€™s always been awful but itâ€™s the worst it has ever been now youâ€™d think it would have improved by now. The taxis need to go to the other side of the station in a proper rank in the leisure park. Also the awful ramp needs to change and a proper lift put in.	-	
307	Member of public	Quick Feedback		63e2e55840aa3500194a35dc	I am a local resident	Commuting - in and out of Stevenage	Car	-	-	Noted.
308	Member of public	Quick Feedback		63e29bbcc2edbf00191a4bf8	I am a local resident	Pleasure/cultura l trips - out of Stevenge	Walk	-	-	Noted.

309	Member of public	Quick Feedback		63e275751bd2b3001925963b	I am a local resident	Commuting - in and out of Stevenage	Car	-	-	Noted.
310	Member of public	Quick Feedback		63e24db3e65e48001919fb79	I am a local resident	-	-	-	-	Noted.
311	Member of public	Quick Feedback		63e192be54abf80019e9e1c3	I am a local resident	Pleasure/cultural trips - out of Stevenage	Bus, Walk, Car	Something along the lines of http://www.shopstopclaphamjunction.com/shopping/ Ideal for commuters and those wanting a variety of retail offers before and after using the train services	-	Noted.
312	Member of public	Quick Feedback		63e10b758ab3ba0019ca3970	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Walk	-	-	Noted.
313	Member of public	Quick Feedback		63e0e79410b9b3001937a721	I am a local resident	-	-	Put the slip road next to Tesco's back and add another entrance exit to cut down on traffic entering/exiting the same area as people entering/exiting the large carpark for town	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
314	Member of public	Quick Feedback		63dfa7e8a023a30019814659	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	SBC are intent on ruining the area and town, seemingly all for profit.	-	Noted.
315	Member of public	Quick Feedback		63dc07c2fac5730019e274e6	I am a local resident	-	-	-	-	Noted.
316	Member of public	Quick Feedback		63db97fc8f188e00195a46d6	I am a local resident, I work in the area	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car, Walk, Pedal cycle	-	-	Noted.

317	Member of public	Quick Feedback	2	63daeb3eb13ef400191c041c	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	Lytton way should not be closed to cars. congestion will be moved to other roads (st George's /gunnels wood. This area can be made to look tidier, smarter, cleaner without major works. A new signage for the train station, new entrance to station. No more flats needed for this town. Don't take away the leisure park - a place for residents and visitors alike to go to. Enough can be done without causing more chaos on a main road for the town	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
318	Member of public	Quick Feedback	3	63da6e23d50d330019c2fb7c	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Bus	I don't believe the options for partial or complete closure of the dual carriageway near the station can be judged without more information on how traffic flow would be re-routed. The recent relatively simple changes related to the new bus station access produced traffic problems that should have been easily foreseen. How can we have any confidence in the major re-routing implied by these plans, without knowing a great deal more about it? N-S traffic could be seriously impacted.	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
319	Member of public	Quick Feedback		63da5d4af8bad10019b0bfb6	I am a local resident	Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Car	-	-	Noted.
320	Member of public	Quick Feedback		63d98ae0ff9f6001a5d41d7	I am a local resident	Pleasure/cultural trips - out of Stevenage	Car	-	-	Noted.
321	Member of public	Quick Feedback		63d981e3ff400e001a55d6d8	I am a local resident	Pleasure/cultural trips - out of Stevenage	-	-	-	Noted.
322	Member of public	Quick Feedback		63d9787c8f11b100194d4e64	I work in the area	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Walk	-	-	Noted.

32 3	Member of public	Quick Feedback	2	63d91a4cff9f6001a5d381d	I am a regular visitor to the area	Pleasure/cultural trips - out of Stevenage	Car, Walk, Bus	Lytton way should remain ,there are already plenty of cycle lanes in the area ,plus the demolition of the Leisure Centre/Theatre would be a great loss ,the loss of Lytton Way to through traffic would put a tremendous strain on other roads ,Stevenage was designed with the car in mind ,HCC should remember this ,before embarking on building another folly .	-	Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development.
32 4	Member of public	Quick Feedback		63d915baf88b90019534831	I am a local resident	Commuting - in and out of Stevenage	Walk, Pedal cycle, Moped, Electric cycle	-	-	Noted.
32 5	Member of public	Quick Feedback	1	63d8dde1ff400e001a55c9a8	I am a local resident	Pleasure/cultural trips - in Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Bus	Leave the bridge across Lytton Way over the train station as it is. It's safer it was put there for a reason so people wouldn't have to cross the dangerous dual carriageway below please leave our train station alone. Fed up with Stevenage being made into a concrete city this was not the aim of this lovely new modern country town in the 1950's. This is not inner city London. It is not a commuter town stop building expensive high rise flats I'm moving out it this carries on .	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
32 6	Member of public	Quick Feedback		63d8c1e43bcd5d0019ac981d	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Walk, Car, Pedal cycle	At the moment the area looks ugly and uninviting. It would be good for it to look modern, bright and welcoming.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
32 7	Member of public	Quick Feedback	1	63d84d7474e497001a6bec8d	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage,	Walk, Car	Keep easily and free drop off by car	-	

						Onward travel to airports/holidays				
328	Member of public	Quick Feedback		63d8297cd93b7b00187eca06	I am a local resident, I am a regular visitor to the area, I commute through the area	-	-	-	-	
329	Member of public	Quick Feedback		63d8224dd93b7b00187ec990	I am a local resident	Pleasure/cultural trips - out of Stevenage, Commuting - in and out of Stevenage, Onward travel to airports/holidays	Walk, Car	-	-	
330	Member of public	Quick Feedback		63d809f73bcd5d0019ac8f39	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - in Stevenage	Car	Greener. More accessible. Make the leisure park more accessible- flow from town centre. Join the old and new towns better.	-	
331	Member of public	Quick Feedback		63d80825f1ec3a0019c5b7df	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage, Onward travel to airports/holidays	Bus, Car	Cars pulling into the current carpark to drop/pick people off needs to be addressed, can lead to long lines and buses getting caught up in this. New carpark may address some of this issue. Lift from street level to platform level needs to be re-looked at, often dirty, small & slow to use because of this. Would be great if bridge over the dual carriageway could have some character, ?local artwork etc. Currently it just makes Stevenage look less inviting as first impressions.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.

332	Member of public	Quick Feedback		63d807787a9a5a0019cf2f6c	I am a local resident	Commuting - in and out of Stevenage, Pleasure/cultural trips - out of Stevenage	Car, Pedal cycle		Would be good to feel more secure in the evenings/ when it gets dark. It's a shame that people who don't have the money to pay the outrageous parking fees so have to cycle or walk have to suffer the awful/poorly maintained cycle paths and walk ways across Stevenage. Despite continued reporting greener transport is just a tick box exercise and there is regular vandalism and smashing of glass across them. I hope Stevenage will also consider people with dogs around the town- with thefts on the up you can't leave them and going places that can't accommodate them puts people off visiting.	-	Positive and negative comments noted on the options. All feedback will be collated and fed back in to the Council's projects and future work.
333	Member of public	Quick Feedback		63d802cb3bcd5d0019ac8ee1	I am a local resident, I work in the area	Pleasure/cultural trips - out of Stevenage	Car, Walk			-	Noted.
334	Member of public	Quick Feedback	2	63d7f949365cbb001afb447d	I am a local business owner	Pleasure/cultural trips - out of Stevenage	Car		I think closing Lytton Way to traffic is a bad idea. It will just put more pressure on the alternative routes. Leave it alone, and spend the money on resurfacing the roads, the pot holes are terrible.	-	Noted.
335	Member of public	Quick Feedback		63d7f9402f9ce70019926755	I am a regular visitor to the area	Commuting - in and out of Stevenage	Walk			-	Noted.

ID	Name/Org	Theme of Comment	Agreements	Comment ID	How long have you lived in Stevenage? - Stevenage Youth Survey	How do you feel about living in Stevenage? - Stevenage Youth Survey	Tell us why? - Stevenage Youth Survey	Why do you use the train station? - Stevenage Youth Survey	What do you think would make Stevenage station better? - Stevenage Youth Survey	Regarding development north and south of the railway station, what would you like to see? - Stevenage Youth Survey	Any other comments on the Station and surrounding area? - Stevenage Youth Survey	SBC Response
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39 0	Stevenage Youth Survey	6411ca3001721c00198ae289	2 1/2 years.	It's ok	It is well connected with rail and cycle paths, I have a spacious garden, along with lots of countryside and a nice house.	To go places with my family	Design of buildings, Visually attractive, Clean spaces, Toilets, Clear signage, Good easy access	Open space/Greenspace, Transport hub, Hotel, Cultural Facilities (e.g. theatre, heritage related), Retain car parks	The main problem with the station is that is extremely tired, old and worn out. There is a good train service from all the train operators - although it would be nice to see contactless/PAYG travel come to fruition - so no real faults there. I would say that a new station is in order, with improved drop off/pick up facilities and more paved areas to facilitate such. The current layout of the forecourt means it gets congested and requires you to walk across it. In terms of design, it goes without saying - it needs to be step free (on the ticketed side), spacious, have better retail space, help points and retain ticketing facilities and staff.	Visually attractive spaces and modern technology within railway stations area valid comments and will be fed back to the relevant workstreams.
39 1	Stevenage Youth Survey	641006edda35d500187d3ad9	All my life	Neutral	All my friends live here	To go places with my family	Feeling safe	Retail	-	Noted

392		Stevenage Youth Survey		640f4952f00e61001a5e2576	Since Secondary	It's ok	There is no enough places for the young people to go and enjoy	To go places with my family , To go places with my friends	Clear signage, Visually attractive, Greenery/trees, Seating, Toilets, Options for shops, Options to eat and drink	-	-	Noted
393		Stevenage Youth Survey		640f0e947b58040019d3b35b	All my life	It's ok	Walk and cycle to school Bowling cinema food	To go places with my friends, To go places with my family	Feeling safe, Visually attractive, Greenery/trees, Clean spaces	Leisure/Sports Facilities , Retail	-	Noted
394		Stevenage Youth Survey		640f0e0f33dc4b001928dc56	All my life	It's ok	Everything I need is here	-	-	-	-	Noted.
395		Stevenage Youth Survey		640f0da58df520001968c7de	All my life	It's ok	-	To go places with my friends, To go places with my family	Greenery/trees, Feeling safe, Seating	Leisure/Sports Facilities , Retail	-	Noted.
396		Stevenage Youth Survey		640c82b59c607c00185fad3	Since Nursery	It's ok	There are clubs and entertainment facilities as well as many shops and a few parks however i sometimes feel unsafe living here and the rubbish in places near roads and in forests is shocking.	To go places with my friends, To go places with my family	Clean spaces, Visually attractive, Feeling safe	Leisure/Sports Facilities , Open space/Greenspace	-	Noted.
397		Stevenage Youth Survey		640c745c84ea430019d1273a	All my life	Neutral	-	To go places with my family , To go places with my friends	Visually attractive	Retail	-	Noted.
398		Stevenage Youth Survey		640a17f8d115ce0019848c39	All my life	Meh	the council don't do their repairs as they should, council tax is rising so it's unliveable, it's dull, not well kept however there is	To go places with my friends, Onward travel to airports/holidays, To go places with my family	Feeling safe, Visually attractive, Greenery/trees, Seating, Design of buildings, Clean spaces	Open space/Greenspace, Retail	Looks horrible with the new car park, silly prices, looks ugly AF	Visually attractive spaces and the environment are valid comments and will be fed back to the relevant

							a station with good links to leave ASAP					workstreams.
399		Stevenage Youth Survey		6408dd3b8547e10019d43771	All my life	It's ok	It's got very good train links into London.	On the way to/from school	Toilets, Visually attractive, Options to eat and drink, Options for shops, Design of buildings	Housing, Retail, Open space/Greenspace, Transport hub, Retain car parks	It would be nice if the station was built so that passengers could connect from the Hertford Loop to the ECML without having to go through a ticket barrier	Connectivity has been a common issue with respondents and this will be fed back in the analysis.
400		Stevenage Youth Survey		6408856d6be5840019c0b9e1	All my life	It's ok	It has lots of places to walk, parks and restaurant	To go places with my family	Options to eat and drink, Options for shops, Clean spaces, Seating, Toilets, Visually attractive, Cycle hub, Greenery/trees, Feeling safe	Leisure/Sports Facilities, Cultural Facilities (e.g. theatre, heritage related), Open space/Greenspace, Retail	Maybe a place to meet your friends where it's safe. And a safe place to cross and if you get lost or feel unsafe	Safety is an important issue for all and will be fed back in the analysis.
401		Stevenage Youth Survey		640880186be5840019c0b8ad	Since College/Sixth Form	Dislike	It's the pits.. no shops, no sense of community	To go places with my friends	Good easy access, Visually attractive, Design of buildings, Greenery/trees, Feeling safe	Retail, Cultural Facilities (e.g. theatre, heritage related)	-	Noted.
402		Stevenage Youth Survey		6407ac034e776e00185c947b	All my life	It's ok	Green, cycling, parks,	-	Clear signage, Toilets, Cycle hub, Onward travel, Options to eat and drink, Options for shops	Retain car parks, Open space/Greenspace, Cultural Facilities (e.g. theatre, heritage related)	-	Noted
403		Stevenage Youth Survey		6407a8b5390dee001839fe45	All my life	Neutral	Not enough things to do	-	-	-	-	Noted
404		Stevenage Youth Survey		6407a87c390dee001839fe40	All my life	Neutral	-	To go places with my family	Visually attractive, Cycle hub, Clean	Leisure/Sports Facilities	-	Noted

									spaces, Design of buildings			
40 5		Stevenag e Youth Survey		6407a0f3390dee001839fd 3b	All my life	Neutral	Its good, but i feel like things such as crime is too high and people need to get a grip on it, also westgate should allow you to walk bikes through, its obvious not to ride then, but why no walking them?	Onward travel to airports/holiday s, To go places with my family	Visually attractive, Feeling safe, Seating, Greenery/tree s, Clean spaces, Options to eat and drink, Options for shops, Design of buildings, Cycle hub , Good easy access, Clear signage	Open space/Greenspa ce, Transport hub, Retail, Hotel, Offices/flexible working spaces	-	Noted
40 6		Stevenag e Youth Survey		64078ee86be5840019c0a 69a	Since Nursery	Dislike	-	-	-	-	-	Noted
40 7		Stevenag e Youth Survey		64076eea47f3a400191578 18	-	-	-	-	Cycle hub	-	-	Noted
40 8		Stevenag e Youth Survey		6406ff65c44a0d00196d18 68	All my life	Love it	-	Onward travel to airports/holiday s, To go places with my family	Clear signage, Greenery/tree s, Options for shops, Options to eat and drink, Onward travel	Retail	-	Noted
40 9		Stevenag e Youth Survey		6406fe5eee1be30019a655 5a	All my life	It's ok	-	-	-	-	-	
41 0		Stevenag e Youth Survey		64068405c44a0d00196d1 07a	All my life	It's ok	-	To go places with my family , Onward travel to airports/holiday s	Visually attractive, Toilets, Design of buildings, Feeling safe	Transport hub, Retain car parks	-	
41 1		Stevenag e Youth Survey	0	640668122e82f90019c2aa 2c	Since Nursery	It's ok	The area I live in is nice, and lots of leisure, sports and restaurants on offer	To go places with my friends, To go places with my family	Feeling safe, Options for shops, Options to eat and drink, Visually attractive, Seating, Clean spaces	Retail, Offices/flexible working spaces, Leisure/Sports Facilities , Open space/Greenspa ce	Needs to be lit up more and not feel so dirty and dingy! Needs more options for drinks at late	Lighting has been another common issue in the area. This will be fed back in the analysis.

41 2		Stevenage Youth Survey		640665f32e82f90019c2aa1e	All my life	It's ok	Town still needs modernising & cleaning - Has aged badly in recent years but good to see new brands coming to Stevenage.	On the way to/from school, To go places with my friends, To go places with my family	Options to eat and drink, Options for shops, Clean spaces	Retail, Offices/flexible working spaces	Needs to be cleaner.. a repaint, new shops and improve design.	Noted.
41 3		Stevenage Youth Survey		6406396aee1be30019a64bc6	All my life	Neutral	-	-	-	-	-	Noted.
41 4		Stevenage Youth Survey		6406359cee1be30019a64b5f	Since College/Sixth Form	Neutral	New town is super weird, better to keep your head down.	Onward travel to airports/holidays	Options to eat and drink, Options for shops, Greenery/trees	Open space/Greenspace	-	Noted.
41 5		Stevenage Youth Survey		64063573ee1be30019a64b58	All my life	Neutral	-	To go places with my friends, Onward travel to airports/holidays, To go places with my family	Feeling safe, Toilets, Options to eat and drink, Clear signage, Good easy access	Retail, Transport hub, Open space/Greenspace, Retain car parks	-	Noted.
41 6		Stevenage Youth Survey		64062f632e82f90019c2aa5aa	All my life	It's ok	Its got everything you need and is only a short train ride to london.	On the way to/from school, To go places with my friends, To go places with my family	Feeling safe, Visually attractive, Greenery/trees, Clean spaces, Options for shops, Options to eat and drink	Open space/Greenspace, Cultural Facilities (e.g. theatre, heritage related), Leisure/Sports Facilities , Retail	Definitely having a greener and cleaner place where we can achieve to be a more eco friendly town.	

417		Stevenage Youth Survey		640620e9c44a0d00196d09c9	Since College/Sixth Form	Meh	Nothing for teenagers to do the skate park & Bowes youth centre will be closing down soon	To go places with my family , To go places with my friends	Feeling safe, Clean spaces, Clear signage, Good easy access	Leisure/Sports Facilities , Open space/Greenspace	Put the road leading into & out of tesco back to the way it was. Get rid of the pedestrian crossing in the middle of the dual cartage way. There's a bridge encourage people to use it. Make getting to pats at home corn Tesco saver both ends of the bridge are at the far end of both car parks and you have to walk across a busy carpark to access the bridge.	
418		Stevenage Youth Survey		640617acc44a0d00196d085b	All my life	Meh	Not much to do. All shops are dead and the restaurants are awful	To go places with my family	Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel	Retail, Leisure/Sports Facilities , Open space/Greenspace, Transport hub, Retain car parks	-	Noted.
419		Stevenage Youth Survey		6405d459904d86001ab34553	All my life	It's ok	My friends and family live here	To go places with my family	Greenery/trees, Feeling safe, Good easy access	Open space/Greenspace, Leisure/Sports Facilities	It is a bit ugly but would love more trees to make it more pretty	Visually attractive spaces and the environment are valid comments and will be fed back to the relevant workstreams.

420	Stevenage Youth Survey	63fc338163c9f40019806d3f	For over 2 years.	Meh	<p>There aren't that many jobs, as well as well-paid jobs here compared to London, for example.</p> <p>The bus service Arriva, is so incredibly unreliable, it's such a bad service as the buses don't turn up sometimes or even actually turn up on time (e.g. SG2 and SG3 buses).</p> <p>Stevenage Council/Arriva Stevenage should take note of how their London Buses operate in and around London - they are so reliable, quite frequent and run till late/throughout the night. I think Arriva Stevenage should adopt and apply this amazing approach to the entirety of Stevenage.</p> <p>The Arriva buses are also quite filthy here, both inside and out, they all need a very good jet wash (especially the windows) and kept clean regularly!</p>	To go places with my friends	<p>Feeling safe, Good easy access, Seating, Toilets, Design of buildings, Visually attractive, Clear signage, Clean spaces, Options to eat and drink, Options for shops, Better Lighting adaptive to the time of day/Green Energy. Plus, Stevenage Station needs to adopt Oyster cards/tap-in-tap-out/contactless, please</p>	<p>Housing, Retail, Leisure/Sports Facilities, Cultural Facilities (e.g. theatre, heritage related), Open space/Greenspace, Transport hub, Hotel, Retain car parks, Offices/flexible working spaces</p>	<p>The Cineworld carpark needs a redesign to make it more convenient and efficient.</p> <p>Stevenage Station needs to adopt Oyster cards/tap-in-tap-out/contactless, please</p> <p>Refer to earlier comments too.</p>	<p>Connectivity has been a common issues with respondents and this will be fed back in the analysis.</p>
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Stevenage Station needs to adopt Oyster cards/tap-in-tap-out/contactless, please
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You need a car to travel to things like shops or the gym etc., if you don't live in the town centre.

Everything is so spread out and far away from each other, basically Stevenage has been poorly designed, which makes you feel isolated as if you're living in the outbacks of Australia.

There isn't a huge variety of good, well-known, branded clothing shops in Stevenage.

Most, if not all the shops close so early, compared to London, which, in my eyes, is ridiculous, as a lot of people love doing a bit of evening/night-time shopping/browsing.

The "new" town centre looks quite old, cheap, unclean and

tacky, especially the buildings that the shops are based in (e.g. Boots, Wilko, Poundland etc).

There's no big Morrisons supermarket or even a Waitrose, in fact.

Stevenage is quite a boring town, and needs a huge revamp/face-lift as a whole if it is intending on boosting so-called tourism and visits from people in the wider and surrounding areas. There's needs to be some sort of attraction that draws people to come to Stevenage and want to come back again and again, for now, there is no special attraction about Stevenage if I am being honest - take note of what London offers and how it works.

Basically, Stevenage needs to be current and up-to-date, and modernised (e.g. all current buildings need a

							fresh redesign with Green Energy, trendy new shops need to open up etc)					
421	Stevenage Youth Survey		63f8cc69e3a53a001848d45b	All my life	It's ok	There are some good bits in Stevenage but could be better	To go places with my friends	Feeling safe, Options to eat and drink, Options for shops, Greenery/trees, Toilets	Retail, Leisure/Sports Facilities, Cultural Facilities (e.g. theatre, heritage related)	-	Noted.	

422		Stevenage Youth Survey		63f796de43b6990019834f64	All my life	Love it	all my friends live here	To go places with my family	Good easy access, Toilets, Feeling safe, Options to eat and drink	Housing, Leisure/Sports Facilities	-	Noted
423		Stevenage Youth Survey		63f747d958c08200186aa1df	Since Nursery	Neutral	-	To go places with my family	Feeling safe, Visually attractive, Options to eat and drink	Cultural Facilities (e.g. theatre, heritage related), Leisure/Sports Facilities , Retail, Open space/Greenspace	-	Noted

ID	Name/Org	Theme of Comment	Agreements	Comment ID	What do you think a positive arrival experience at Stevenage Station should include? - Your current views	Any other comments on the Station and surrounding area? - Your current views	We are interested in learning from other places where investment has been secured. Which of these stations do you prefer? - Your current views	What do you like about these stations? - Your current views	Any other comments? - Your current views	SBC Response
424	Member of public	Your current views		641649f17571c100198ecec2	Onward travel, Clean spaces, Cycle hub , Greenery/trees	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
425	Member of public	Your current views		641649824d54c20019532da7	Onward travel, Cycle hub , Greenery/trees, Good easy access	-	-	-	-	Noted.
426	Member of public	Your current views		641616b4027ce4001908c301	Cycle hub	-	Cambridge	Cycle provision	-	Noted.
427	Member of public	Your current views		6415ee9249f368001a3f98d7	Visually attractive, Greenery/trees, Options for shops, Options to eat and drink	The town centre should be for shops cafes parking etc, the industrial estate should be for large	-	Variety of shops, Green space/open space	Cleanliness is & good shops are key to encouraging people to the town centre	Noted.

					business's eg pharmaceutical companies					
428	Member of public	Your current views		641591c0321d650019b24b44	Good easy access, Toilets, Options to eat and drink, Visually attractive, Feeling safe, Clear signage, Needs to be accessible for those with disabilities including visual and physical	-	-	-	-	Noted.
429	Member of public	Your current views		641510a6d98d2b001871d69c	Greenery/trees, Cycle hub , Onward travel, Feeling safe, Visually attractive, Seating, Toilets, Clear signage, Good easy access, Design of buildings	Present station utilitarian, but not practical or friendly for meeting visitors (whether as pedestrian or driver) as no waiting space or seating and limited public toilet facilities (have to go into Town Centre or Interchange); intimidating higher-speed vehicles along station interface with Lytton Way makes that area unfriendly for pedestrians; no or confusing signage for transition from station concourse to onward transportation options.	Cambridge, Kings Cross	Clean air, Transport connections, Onward travel, Wayfinding, Accessibility, Public Realm	-	All feedback will be collated and fed back in to the Council's projects and future work.
430	Member of public	Your current views		641481364ec9b800196472e2	Clear signage, Good easy access, Toilets, Options for shops, Onward travel, Options to eat and drink, Seating, Visually attractive, Feeling safe	-	-	Transport connections, Variety of shops, Onward travel, Accessibility, Lightning	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

431	Member of public	Your current views		6414497942f40000197a8233	Good easy access, Feeling safe, Visually attractive, Onward travel	There's no need for the railway station to be beautiful first. The priority should be given to the part after the pedestrian bridge through the art&leisure centre: that's the ugly town centre entrance. There's no point having an attractive gateway to an ugly area.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
432	Member of public	Your current views		64136a8055cd620019000d07	Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Clean spaces, Options for shops, Options to eat and drink, Onward travel, Fewer cars moving around the station entrance area will help increase the feeling of safety.	-	-	-	-	Noted.
433	Member of public	Your current views		64134225d7509b0018a07235	Toilets, Cycle hub , Visually attractive	The emphasis that this is just an area for connections between trains in and out of Stevenage and other modes of transport is a mistake. This is also the area where people arrive in the town centre by bus and through which people on bicycles and in buses travel across the Borough. Providing for an assumption that a huge proportion of people will arrive at the railway station by car seems very dated.	Cambridge, Reading, Kings Cross	Cycle provision, Transport connections, Lightning	There could be many more choices including East Croydon, Nottingham, Edinburgh, Amsterdam, Flinders Street. Getting a bike from train to cycle route without having to be a body builder. Electric public transport just outside the door.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

434	Member of public	Your current views		64130109a127db00190caa88	Good easy access, Clear signage, Feeling safe, Visually attractive, Seating, Greenery/trees, Cycle hub , Toilets, Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel, Landmark	This is the main gateway to the pedestrianised town centre and so needs to make a positive statement.	Cambridge, Reading	Transport connections, Green space/open space, Cycle provision, Accessibility, Wayfinding, Landmark arrival, Landscaping, Public Realm, Safety	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
435	Member of public	Your current views		6411dda9de4d9a001963c1d4	Good easy access, Onward travel, Clear signage	Brighter access for cyclists	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

436	Member of public	Your current views		64107101f81f3600197fb97e	<p>Good easy access, Visually attractive, Cycle hub , Toilets, Options to eat and drink, Clear signage, Feeling safe, Greenery/trees, Seating, Design of buildings, Clean spaces, Options for shops, Onward travel, Landmark</p>	<p>Have your say on the new look of Stevenage Station Gateway " March 2023 Short comments and notes prepared by Bill Hayes of 72 Whitney Drive, Stevenage, on 13 March 2023. The Town Centre of Stevenage defines the way the media and people outside the Town view Stevenage and unfortunately in recent years often these views have been negative. The Gateway redevelopment is at the heart of this regeneration area. The sustainable transport design and underground services/infrastructure of the Town Centre area need to be considered. Options (2) and (3) should be adopted which remove two existing dual carriageway roads which form the A602. The land under the road is far too valuable to be used as a road and should be part of the central business district by the main railway station. Only the central part of the Town Centre should be pedestrian only. Where feasible all modes of transport should be allowed having regard to speed and safety. The area needs to</p>	Cambridge, Reading	<p>Variety of shops, Cycle provision, Transport connections, Green space/open space, Landmark arrival, Safety, Accessibility</p>	PLEASE SEE ABOVE COMMENTS	<p>Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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remain alive and appealing to all people. Option 3 would restrict too many modes of transport.

There are footpath/cycle paths tunnels under Six Hills Way, Fairlands Way and St Georges Way to link Bedwell, Old Town and Asda districts to the town centre area. When the Forum redevelopment is completed there should be another tunnel built under St Georges Way to link the new Leisure Centre area to the Town Centre. The footpath and cycle way design in the new Gateway area needs to be improved.

Removing the A602 dual carriageway link road will create a new ring road system via St Georges Way, Fairlands Way, Gunnels Wood Road and Six Hills Way all of which have roundabouts connecting these four main motor vehicle routes.

Assuming that the Tesco Superstore will want to be part of the New Town centre. This has a large valuable car park. Consider forming an entrance from the dual carriageway to the north of Fairlands Way by the Tesco petrol station. Leave

the existing entrance into Swingate.
The existing footpath/cycle track to the west by the main railway line has poor lighting at night and may not appear safe to both pedestrians and cyclists. The slope at the southern end to the south west of the police station is too steep. The slope at the north end is also steep so the design is not perfect. There is no proper footpath/cycle track system from the roundabout just to the south of the retirement flats at Pinetree Court. No proper crossing at Danesgate. No proper cycleway by the bus station or Leisure Centre. Part of a cycle track by Tesco then no cycle track to the bridge over Fairlands Way. This north-south route needs to be improved.
The police station and car park will need to be retained.
A new joint footpath/cycleway has been started in front of the police station. At the south end, there are out of place two flights of steep concrete stairs with a sloping ramp on the right hand side where someone is meant to push a bike up â€” potential safety hazard here. No disabled access.

					No traffic lights in front of the police station on the cycle track. No complete cycle track to the new car park. Options (2) and (3) should incorporate a full cycle track along the west side of existing Lytton Way. Engineering works required to the south end. Poor visibility at the south junction with the existing cycle track. Potential conflict with the rear access road going into the regional police station building. Redesign access from Lytton Way into Swingate as a new footpath has been built but no pedestrian crossing. Potential conflict with cars. The design to the front of the railway station has become inadequate for use. Options (2) and (3) require the provision of new taxi rank, drop-off points for cars delivering/picking up rail passengers. Improve design of bus stop shelter at the front of the railway station. Design the new area to prevent vehicles dropping rail passengers. Consider future plans for the Leisure Park. Platform 5 of the station has recently been built and there			
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				<p>is a well-used cycle track and footpath access to the west of the railway. The Town Centre plan appears to include the Leisure Park as part of the central area. Assumed to be private land. Investigate who owns these footpaths and cycle ways – could these now be considered to be public rights of way?</p> <p>The railway station is about fifty years old. The original travelator was not properly designed or maintained. A modern station should have an escalator going up to the first floor. The lift is small and not in an obvious location. If the first floor bridge to the Leisure Centre is removed, the whole front of the station will need to be redesigned. There is little wrong with the actual design of the ticket office, stairs, platforms etc. Ask Network Rail to build a new front to the station to include further shops, cafes etc.</p> <p>Has anyone actually asked Network Rail whether they have the money to build a new station in the future? Network Rail has improved London termini by using the sale and redevelopment of land to pay for the</p>			
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improvements. I cannot think that they have completely moved or rebuilt a railway station on the main line between London and Edinburgh in recent years so why would they do this in Stevenage unless there was financial gain.

There seems to be a move to relocate the Leisure Centre. From a sustainability point of view, this is a waste of the existing structure but the land use here may have to be changed to fit the overall plan of the Town Centre.

Understood the Leisure Centre and swimming pool will be rebuilt to the eastern side of St

George's Way.

Construct a new theatre/arts building in the Gateway area.

Carry out feasibility study to see how big the theatre needs to be and whether this could make a profit.

May be part public, part private building.

All footpaths and cycle tracks to be joint use with appropriate signage.

Blue tarmac to show which is the cycle track. All junctions to have level disabled access. Traffic lights to be used where routes cross over roads used by cars.

All paths etc to be fully linked into all

						buildings, car parks etc. Construct a cycle hub building near the railway station to provide servicing, cycle storage, cycle training etc. The cost of this would be funded from payments for use of the facility.				
437	Member of public	Your current views		640f982bf00e61001a5e2912	Clear signage, Feeling safe, Visually attractive, Good easy access, Toilets, Design of buildings, Options for shops	-	Kings Cross	Variety of shops, Transport connections, Green space/open space	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and

										fed back in to the Council's projects and future work.
438	Member of public	Your current views		640f52b9f00e61001a5e265e	Clear signage, Good easy access, Toilets, Options for shops, Onward travel, Feeling safe, Seating, Clean spaces, Cycle hub , Visually attractive, Options to eat and drink, Design of buildings	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
439	Member of public	Your current views		640f0e96f00e61001a5e20d5	Clear signage, Feeling safe, Toilets, Onward travel	Just needs modernising	Kings Cross	Transport connections, Onward travel, Lightning	-	Noted.
440	Member of public	Your current views		640f0c1cf00e61001a5e20b8	Clear signage, Feeling safe, Good easy access, Greenery/trees, Toilets, Cycle hub , Onward travel	-	-	-	-	Noted.
441	Member of public	Your current views		640e527cf00e61001a5e1c79	Onward travel, Options for shops, Options to eat and drink, Cycle hub , Toilets, Greenery/trees, Clear signage, Good easy access, Seating, Design of buildings	-	-	Transport connections, Variety of shops, Onward travel, Green space/open space, Cycle provision, Accessibility, Landmark arrival	-	Noted.
442	Member of public	Your current views		640dfec58d543001a550714	Clear signage, Good easy access, Visually attractive, Toilets, Cycle hub , Options for shops, Options to eat and drink, Onward travel, Feeling safe, Seating, Greenery/trees,	-	Cambridge	Transport connections, Cycle provision, Accessibility, Green space/open space, Variety of shops	-	Noted.

					Design of buildings, Clean spaces, Landmark					
443	Member of public	Your current views		640cb79a58d543001a550048	Good easy access, Clear signage, Feeling safe, Greenery/trees, Options to eat and drink, Options for shops, Toilets, Seating, Visually attractive	Don't close Lytton way from public access! Ridiculous! What was the point of building the car park! Waste of money and time! Plus the congestion it will cause	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
444	Member of public	Your current views	1	640b378e35454f0019f6baf4	Clear signage, Good easy access, Greenery/trees, Toilets, Feeling safe, Seating, Cycle hub , Clean spaces, Options to eat and drink, Options for shops, Onward travel	how can you possibly consider closing off lytton way, the towns road infrastructure is already overloaded due to overpopulation and new home building. the town becomes gridlocked if there is a simple breakdown on any of the main connection roads in the town, with many of these links onlt single lane roads. Until improvements can be made to the flow of traffic any projects being proposed will make the town a nightmare to travel around in.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

445	Member of public	Your current views	1	640a1bbb387a91001950b2d1	-	-	-	-	Given what a mess of Lytton way the Council has already recently and confidently made, what makes it think that it knows what it's doing here? I certainly have no confidence at all. Where is the evidence that the wider effects have been properly considered? Is there anyone who works on these things who is capable of effectively analysing this? It doesn't seem like it.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
446	Member of public	Your current views		640a122ed115ce0019848b43	Clear signage, Feeling safe, Good easy access, Toilets, Visually attractive, Seating, Options to eat and drink, Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
447	Member of public	Your current views		6408b5e1c4a4a80019ac2f6c	Good easy access, Clear signage, Onward travel	-	-	Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

448	Member of public	Your current views	2	640862afed2fce0019f6f239	-	And yet another ill conceived plan by Stevenage Labour Council giving no thought what so ever to the impact on traffic flow and congestion around other roads such as Gunnells Wood Road, Fairlands Way, Six Hills Way, St Georges Way especially at peak times. â€œ	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
449	Member of public	Your current views		640850576be5840019c0aac7	Visually attractive, Greenery/trees, Toilets, Design of buildings, Clean spaces, Options to eat and drink, Onward travel	-	Kings Cross	Onward travel, Wayfinding, Lightning, Safety, Public Realm	-	Noted.
450	Member of public	Your current views		6407acb44e776e00185c9485	Clear signage, Feeling safe, Design of buildings, Greenery/trees	-	-	Cycle provision, Green space/open space, Variety of shops	-	Noted.
451	Member of public	Your current views	1	6407aa8a390dee001839fe70	-	The bridge needs a roof	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
452	Member of public	Your current views	1	64064f03ee1be30019a64ccd	Good car pick up point, Toilets	-	-	Safety, Transport connections, Easy to get in and out of	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's

										projects and future work.
453	Member of public	Your current views		64060e0d2e82f90019c2a1ed	Clear signage, Good easy access, Toilets, Options to eat and drink, Feeling safe, Seating	-	Kings Cross, Cambridge	Accessibility, Transport connections, Landmark arrival, Onward travel, Variety of shops, Clean air	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
454	Member of public	Your current views		6405e24a2e82f90019c29c75	Feeling safe, Clear signage, Visually attractive, Seating, Toilets, Clean spaces, Options for shops, Options to eat and drink, Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
455	Member of public	Your current views		640482522e82f90019c28edc	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Clean spaces	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
456	Member of public	Your current views		640475772e82f90019c28e84	Good easy access, Options for shops, Seating	-	Kings Cross	Clean air, Green space/open space, Accessibility, Landscaping	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and

										fed back in to the Council's projects and future work.
457	Member of public	Your current views		64045d182e82f90019c28db7	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Clean spaces, Options to eat and drink, Onward travel, Easy pick up and drop off	It's always been a tricky station for pick up and drop off. Can't rely on the buses they are shocking. People need lifts to stations not everyone can walk and cycle. Also we want to attract visitors via rail not force them to drive. Any visitor to our house has to drive or take an Uber from station. The pick up and drop off zone needs to be clear and dedicated to cars and not taxis. We can't keep going into leisure park to drop off its silly.	-	-	The new plans are all well and good but blocking road access via Lytton way is not good. Leave our lovely roads alone, you'll not stop people driving this way only increase congestion more so and take more time out of people's days. Rail and bus infrastructure may and can improve but it will not stop people driving. I grew up with a bus driving dad and a mum that didn't drive. We took public transport everywhere and even though the services were much better in St Albans than Stevenage, I'd not wish it on anyone. Now I drive I rarely take bus and train but when I do it's even more painful knowing I could have driven. I'd never go back from driving now. You can't forget that we also get a lot of through traffic in Stevenage and you can't reroute that unless you widen the A1 and I don't see that happening any time soon. Finally it's worth adding	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

									that it is possible to improve the station area, improve bus and rail reliability and network WITHOUT hampering car users.	
458	Member of public	Your current views		640451607ac6e90019d1ad1d	Clear signage, Feeling safe, Good easy access, Toilets	If it ain't broke, don't fix it. Closing Lytton Way would cause traffic congestion on surrounding roads. There is already easy access to and from the train station. Could it be that someone on the council is being offered a huge backhander to push this through? Let's hope not.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
459	Member of public	Your current views		64039ed07678a8001a127ba4	-	I definitely feel very strongly that whatever changes are proposed closing Lytton Way to cars is a bad idea because	-	-	-	Positive and negative comments noted on the questions and fed back in to

						of the congestion it will cause on nearby roads				the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
460	Member of public	Your current views		64039df22e82f90019c28ac5	Clear signage, Feeling safe, Good easy access, Visually attractive, Seating, Toilets, Cycle hub , Clean spaces, Onward travel	-	-	-	They all look very pleasant. Difficult to comment as have only used Cambridge Station and didn't feel it stood out in either a positive or negative way.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
461	Member of public	Your current views		640378a67678a8001a12798d	Clear signage, Good easy access, Visually attractive	-	-	-	All the stations shown are pedestrianised, so picking any one signals that I'm opting for pedestrianisation. I'm not. I know that many people are dropped off at and picked up at the station. This has to be continued.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
462	Member of public	Your current views		640377697678a8001a12797b	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel, Car parking , Landmark	Hitchin station	-	Transport connections, Cycle provision, Accessibility, Lightning, Landmark arrival, Landscaping, Public Realm	Ease for connection to shopping area and bus connection	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

463	Member of public	Your current views		64036aa82e82f90019c28713	Access by car	Don't change it. It works. It has worked for years. It will continue to work.	Kings Cross	You can drive there	I like to be able to access the station by car	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
464	Member of public	Your current views		6403687bdf5fa30019fe3b3c	Clear signage, Feeling safe, Good easy access, Toilets, Onward travel	<p>Lyton way should be kept open for travel via car. If this road is closed it will cause more traffic and congestion on the surrounding roads.</p> <p>There is an overhead pass for pedestrians and a new crossing to help them get to the bus station and town centre.</p> <p>To pedestrianise this area is a bad idea as Lyton way is a key road to reach areas of stevenage.</p> <p>Closing this road will have severe implications for train commuters who do not get the bus. Many commuters are dropped off at the train station by other commuters in their household.</p> <p>If lyton way is closed these commuters will be dropped off in the leisure park, which will cause more traffic in the surrounding roads.</p>	Kings Cross	Transport connections, Onward travel, Safety, Lightning	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

465	Member of public	Your current views		64036820df5fa30019fe3b34	Toilets, Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Greenery/trees, Visually attractive, Good easy access, Clear signage, Feeling safe, Seating	You need to sort out Lytton way- you have messed that road up itâ€™s ridiculous! Put the slip road back to come out of tesco and removed the cones. The vines donâ€™t help at all!	Kings Cross	Onward travel	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
466	Member of public	Your current views		640366727678a8001a12777f	Good easy access, Visually attractive, Clear signage, Landmark	-	Reading	Landmark arrival, Transport connections, Accessibility	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
467	Member of public	Your current views		6403660ddf5fa30019fe3b01	Clear signage, Feeling safe, Good easy access, Toilets, Onward travel	-	Kings Cross	Transport connections, Onward travel, Wayfinding, Accessibility, Safety, Lightning	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
468	Member of public	Your current views		640364fe7678a8001a127753	-	-	Kings Cross	Transport connections, Onward travel, Safety, Wayfinding, Accessibility	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

469	Member of public	Your current views		640362b8df5fa30019fe3aad	Clear signage, Feeling safe, Good easy access, Visually attractive, Seating, Toilets, Cycle hub , Clean spaces, Options to eat and drink, Onward travel, Greenery/trees	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
470	Member of public	Your current views		64036270df5fa30019fe3aa1	Clear signage, Feeling safe, Good easy access, Options to eat and drink, Onward travel	-	Kings Cross	Onward travel, Variety of shops	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
471	Member of public	Your current views		6403488c20f17e00199bccd9	Clear signage, Feeling safe	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
472	Member of public	Your current views		64033c882e82f90019c283ba	Clear signage, Feeling safe, Good easy access, Greenery/trees, Toilets, Clean spaces, Options to eat and drink, Onward travel	-	-	Clean air, Variety of shops, Green space/open space, Accessibility, Safety, Lightning, Landscaping	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

473	Member of public	Your current views		640336f920f17e00199bcd5e	Clear signage, Feeling safe, Good easy access, Greenery/trees, Toilets, Cycle hub , Clean spaces, Options for shops, Onward travel	-	Cambridge	Transport connections, Variety of shops, Onward travel, Safety, Accessibility	-	Noted.
474	Member of public	Your current views		6403328dff65370019fa9030	Feeling safe, Clear signage, Good easy access, Toilets, Clean spaces, Options to eat and drink	-	Kings Cross	Variety of shops, Onward travel, Transport connections, Landmark arrival	-	Noted.
475	Member of public	Your current views		640327802e82f90019c282d2	Clear signage, Good easy access, Visually attractive, Seating, Toilets, Cycle hub , Options to eat and drink, Onward travel, Feeling safe	Donâ€™t close the road.	Kings Cross, Cambridge	Transport connections, Variety of shops, Onward travel, Cycle provision, Accessibility, Safety, Lightning	-	Noted.
476	Member of public	Your current views	1	640325a8ff65370019fa8f8e	Clear signage, Toilets, Good easy access, Options to eat and drink, Onward travel	Traffic access in and out is important and public / taxi drop off / pick up provision right next to the station must be maintained or improved.	Photo of Oxford train station	Transport connections, Accessibility, Onward travel	The adverse impact on town centre shopping through the bus / road layout, especially the ridiculous road crossing when a foot bridge already existed!, needs to be re thought.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
477	Member of public	Your current views		640324082e82f90019c2829e	Clear signage, Feeling safe, Toilets, Onward travel	The road layout is a disaster, the cones now in place do not solve the issue of this I'll thought out layout. The mess the council has made of the space where the old bus station was is embarrassing, what an eyesore and waste of money and space.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

478	Member of public	Your current views		6403237120f17e00199bcc71	Clear signage, Feeling safe, Good easy access, Greenery/trees, Toilets, Clean spaces	Do not block cars	-	-	Do not shut a major artery road. Madness	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
479	Member of public	Your current views		640242ed2e82f90019c27dd0	Clear signage, Good easy access, Feeling safe, Seating, Toilets	-	Reading	-	-	Noted.
480	Member of public	Your current views		64023c6d2e82f90019c27d32	Clear signage, Feeling safe, Good easy access, Toilets, Cycle hub , Onward travel, Options to eat and drink	I feel the proposal for Lytton Way to not be a thoroughfare is appropriate and I see no need for any traffic to go through when there can be access from either end. This will allow direct walking access to the centre with no worry re any vehicle. I use Stevenage Station regularly to access LNER or Lumo services either for travelling North personally or picking up family members from LNER or lumo trains. Due to inadequate bus services most of these journeys are by private car and I am concerned that the various options do not cater for cars to be able to drop off and pick up at a point close to access to the station. This is of particular relevance to those with restricted mobility. I am aware	Cambridge	Accessibility, Wayfinding, Safety, Cycle provision	I think it inappropriate to consider Kings Cross being a terminus and in London. The others have different positive and negative points making it difficult to answer for more than one option above. Cambridge has good cycle provision and reasonable drop off/pick up facility although some of the other nearby developments I would not have thought to be of relevance to Stevenage.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

						there is room for such a facility particularly on the Southern aspect.				
481	Member of public	Your current views		6401e729ff65370019fa84ac	-	-	-	Transport connections, Landscaping, Safety	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
482	Member of public	Your current views		6401e650ff65370019fa8466	Clear signage, Good easy access, Visually attractive	-	Kings Cross	-	-	Noted.
483	Member of public	Your current views		6401dfc16614d00019783523	Clear signage, Good easy access	-	-	-	-	Noted.
484	Member of public	Your current views		6400fc1493670d001980083d	Greenery/trees	-	-	-	-	Noted.
485	Member of public	Your current views		6400c80d2e15c20019366a4f	-	Please do not block off Lytton Way in the middle.	-	-	-	Noted.

486	Member of public	Your current views		6400a3aea2286500196b483c	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Toilets, Cycle hub , Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel	-	Kings Cross	Transport connections, Onward travel, Safety, Lightning, Landmark arrival	-	Noted.
487	Member of public	Your current views		6400955242255900199de70b	Feeling safe, Good easy access, Clear signage, Toilets, Onward travel	-	Kings Cross	Transport connections, Variety of shops, Onward travel, Safety, Accessibility, Lightning, Green space/open space, Landmark arrival	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
488	Member of public	Your current views		640093e7a2286500196b4743	Feeling safe, Visually attractive, Clear signage	-	Kings Cross	Landscaping	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
489	Member of public	Your current views	1	64006894a2286500196b4313	Options for shops	I don't like the traffic management it's gridlocked, not enough parking is killing business in the town. What's the point of coming to stevenage when theirs nothing left in the town. And if you live here, you still need a car to get	Reading	Transport connections	Shops are leaving, rates are too high to continue running a shop in a dead shopping centre, the internet shopping is too big to compete with.. shop fronts aren't worth the prices per month. And not enough parking, stops people popping into	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

						about, not enough bus service late night, only the old town is open late.			town so all we have left is charity, coffee, phone repair, or betting .. very sad, no independent or individual shop ideas ..	
490	Member of public	Your current views		6400535b71eb380019ee868d	Good easy access, Visually attractive, Greenery/trees, Cycle hub , Options for shops, Options for eat and drink, Feeling safe	-	Kings Cross	Transport connections, Cycle provision, Accessibility, Wayfinding, Safety, Lightning, Landscaping, Public Realm	-	Noted.
491	Member of public	Your current views	3	63ff417afe6c0800192e5f0f	-	I do not agree that we should be closing Litton way this is pretty much the forwardthinking of the 15 minute city quite a ring road and everyone has to cutting round it been one of the proposals of the 15 minute city and 100% against this for any reasons other than youâ€™re trying to control what we were at the movement of people it wonâ€™t work it will never happen so forget it. You try and shut down lyton way , go look at Oxford and what the public think about it ,you will create chaos in Stevenage , use your bloody brains before coming out with stupid idea	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis.

492	Member of public	Your current views		63ff404b9eb2260019b6f0ef	-	I	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
493	Member of public	Your current views		63ff30976492dd00184c89f2	Clear signage, Good easy access, Visually attractive, Feeling safe, Seating, Onward travel	-	Kings Cross	Transport connections, Landmark arrival	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
494	Member of public	Your current views	1	63fed31d1af3d1001883f910	Clear signage, Good easy access	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
495	Member of public	Your current views		63fd09dcbae7400019747527	Visually attractive, Greenery/trees, Design of buildings	-	Reading	Landscaping, Safety, Landmark arrival	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

496	Member of public	Your current views	1	63fca9cd3f49d00199cdd0d	Toilets, Easy drop off / pick up, Good easy access	-	-	Variety of shops, Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
497	Member of public	Your current views		63fca9173ed6100197d3dd0	Toilets, Cycle hub , Clean spaces, Visually attractive, Good easy access, Options to eat and drink, Onward travel, Seating, Feeling safe, Clear signage	Itâ€™s not very welcoming or easy to find town centre or bus station. Toilet refurb is welcome	Kings Cross	Transport connections, Onward travel, Variety of shops, Green space/open space, Accessibility, Safety, Public Realm	Good clean toilets, shops and refreshments	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
498	Member of public	Your current views		63fcd6f2d3f49d00199cd97e	Feeling safe, Visually attractive, Toilets, Greenery/trees, Seating, Landmark, Options for shops, Cycle hub	-	Reading	Lightning, Green space/open space, Public Realm	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

499	Member of public	Your current views	3	63fcd344eca9590019b0016a	<p>Feeling safe, Clear signage, Good easy access, Toilets, Clean spaces, Private car drop-off and pick-up points - short-term stay, Seating</p>	<p>Much better short-term private car drop-off and pick-up. Please don't ignore this facility. It will only lead to dangerous parking elsewhere. Cycling from Chells Manor/Gresley Park to catch the train to London is unlikely to be the first choice for most people. Bus service? Not reliable as is evidenced by the current local campaign which has resulted in fewer buses per hour. Taxis feel like an expensive option but judging by the rank now it must be popular. Please don't force these changes on people they only become more disillusioned with planners and politicians. Please don't plant trees and so on, that aren't going to be maintained properly by a cash-strapped council in the future. The town already has shrubs that are poorly maintained. Please also only use native trees grown in the UK not imported from abroad.</p>	Kings Cross	<p>Landmark arrival, Variety of shops, Onward travel, Please read your material before publishing - Lightning!!!, Transport connections, Public Realm</p>	<p>I do like Kings Cross and St Pancras stations but I don't think they are comparable with Stevenage.</p>	<p>Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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500	Member of public	Your current views	4	63fcb094eca9590019affd34	Feeling safe, Good easy access, Clean spaces	I don't think you should close Lytton Way in the middle as proposed as traffic is a nightmare already on days when the motorway junctions are blocked so we still need this road to remain open otherwise everyone will have to use Gunnels Wood road causing utter chaos. Don't block off Lytton Way ridiculous idea.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
501	Member of public	Your current views		63fc9dc4eca9590019affbb3	Clear signage, Feeling safe, Good easy access, Visually attractive, Seating, Toilets, Cycle hub , Clean spaces, Options to eat and drink, Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
502	Member of public	Your current views	1	63fc7f1f63c9f40019806ecb	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Options to eat and drink, Onward travel	The station should have easy access for cars to drop off or pick up family and friends. Lytton Way should stay at least one lane each way. There should also be easy access for Taxis and Busses. The station needs good public transport access. There should also be good pedestrian and cycle access.	Cambridge, Kings Cross	Onward travel, Variety of shops, Accessibility, Cycle provision, Transport connections, Public Realm	Good pedestrian and cycle access. Also good public transport access	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

503	Member of public	Your current views	1	63fc7c4b63c9f40019806eac	Clear signage, Good easy access, Options for shops, Feeling safe, Seating	I like the layout of the new bus station but think the means of getting there has obviously been designed by someone who is never going to use it. If you are travelling into the town centre from Broadwater are of Chells to get to the bus station is an extra amount of travel as you have to go pass the railway station to the roundabout and then back on yourself and the same for travellers then wanting to return to either old town, Pin Green. Surely it would have been more advantageous to have either a roundabout or T junction with traffic light for entry and exit to and from the bus station.	-	Accessibility	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
504	Member of public	Your current views		63fc67f05b21f90018f82e2a	Visually attractive, Clear signage, Clean spaces, Options for shops, Options to eat and drink, Greenery/trees, Good easy access, Feeling safe, Seating, Toilets	-	-	Safety, Transport connections, Onward travel	of the options I've only used Kings Cross and the redevelopment is very nice but I don't hang around... I pass through as quickly as possible. to get to my end destination. The rest is a bonus but little used,.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
505	Member of public	Your current views		63fc275763c9f40019806d33	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Toilets, Design of buildings, Clean spaces, Seating, Options to eat	Needs a better designed shelter, and better designed seating within the shelter along the platform. Possibly extending the width of the platforms too, to allow better	Kings Cross, Reading, Photo of Oxford train station	Clean air, Transport connections, Onward travel, Variety of shops, Green space/open space, Wayfinding, Accessibility,	I think the entire platform roofs at King's Cross needs a redesign, but other than that it's a good station, the interior brickwork dotted around is a nice feature, along with the lighting and	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to

					and drink, Onward travel, Faster and easy- access elevators	structured shelters to be built.		Safety, Landmark arrival, Public Realm, Lighting, Lightning	open space to enter and leave the station. It is very convenient! I think Stevenage should adopt this approach.	the Council's projects and future work.
506	Member of public	Your current views	3	63fbcdb763c9f40019806c6a	Good easy access, Onward travel, Feeling safe, Design of buildings	Do not close of LyttonWay, this is a vital artery for travel north and south, to the railway station, to the town centre, and beyond.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
507	Member of public	Your current views		63fbaca17d3f9800196cb888	Clear signage, Visually attractive, Options to eat and drink	-	-	-	-	Noted.
508	Member of public	Your current views		63fb8ee77d3f9800196cb5f5	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Cycle hub , Clean spaces, Options to eat and drink, Options for shops, Onward travel, Toilets	-	-	-	-	Noted.
509	Member of public	Your current views	1	63fb5c92a019a3001937ce64	Visually attractive, Feeling safe	-	Kings Cross, Cambridge	They are near theatres	-	Noted.
510	Member of public	Your current views		63fb546ca019a3001937ce38	Good easy access, Toilets, Cycle hub , Onward travel	Adequate parking for commuters who cannot cycle in or live too far to walk. In this time of constraint the council should stop spending unnecessary money and making changes just for sake of it.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's

										projects and future work.
511	Member of public	Your current views	4	63fb50b17bccf1001998ba4e	Toilets, Clear signage, Feeling safe, Seating, Cycle hub , Onward travel, Greenery/trees, Good easy access	Any idea to block off Lytton Way in the middle would be a total disaster as it would cause major congestion all round the centre of Stevenage. Already the messing with Lytton Way has caused chaos as can be seen with the major problems trying to get out of Tesco's and the Westgate carpark before Christmas. Any more tinkering would be disastrous.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
512	Member of public	Your current views		63fb4c0c7bccf1001998ba41	Options to eat and drink, Toilets, Visually attractive, Feeling safe, Greenery/trees	-	Kings Cross	Variety of shops, Onward travel, Safety, Landscaping	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
513	Member of public	Your current views	1	63fb3f317bccf1001998ba0a	Clear signage, Good easy access, Toilets, Cycle hub , Clean spaces, Options for shops, Options to eat and drink, Onward travel, Drop off and pick up area for commuters (private cars not taxis)	I like that my husband is able to drop me off and pick me up easily from the station	Kings Cross	Onward travel, Transport connections, Wayfinding	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

514	Member of public	Your current views		63fb250187226d001a5d101f	Clear signage, Feeling safe, Greenery/trees, Toilets, Good easy access, Cycle hub , Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
515	Member of public	Your current views	1	63fa540587226d001a5d0ca8	Clear signage, Feeling safe, Good easy access, Visually attractive, Toilets, Onward travel, Seating	-	Cambridge	Pick up/drop off area.	None of these stations are very good or good comparisons as they are too big. There is far more seating on the platforms at Stevenage currently. All of these stations have a big bit of concrete wasted space that serves no purpose which should be used as a drop off/pick up zone - Cambridge has this at least though and also has some trees.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
516	Member of public	Your current views		63fa2ae787226d001a5d0b90	Clear signage, Greenery/trees, Seating, Toilets, Good easy access, Cycle hub , Clean spaces, Options to eat and drink, Landmark, Onward travel, Options for shops, Feeling safe	Help for disabled braille signage also low level signage and maps for local amenities	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

517	Member of public	Your current views	4	63fa1e0fed37cc0019f71806	Clear signage, Good easy access, Toilets, Seating, Clean spaces	Access is great with free flowing traffic on Lyon way which causes no issues at all. Any thought if closing the road would be idiotic even the current crossing is unnecessary as people need to climb stairs either way so using the existing over bridge is all that is needed . Stop making unneeded changes and destroying the flow of traffic	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
518	Member of public	Your current views		63fa0fa36e615800197cad53	Feeling safe, Visually attractive, Greenery/trees, Clean spaces, Clear signage, Good easy access, Onward travel, Cycle hub	Good access by road. DONT CLOSE LYTTON WAY	Cambridge	Safety	-	Noted.
519	Member of public	Your current views	3	63fa0cda87226d001a5d0abe	No Tramps sitting in cardboard boxes on the floor, begging for money	Do not shut off the road on Lytton Way. Traffic is getting worse every year. We need more roads not less. Stop wasting money on things that are not needed. Try fixing what we already have.	-	Safety	A fancy looking train station does not make a town good! Spend money more wisely on things like schools, crime, parking, fixing the roads and clearing the overgrown cycle tracks.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
520	Member of public	Your current views	1	63fa090b6e615800197cad2c	Feeling safe, Good easy access, Onward travel, Easy parking so I can travel by train giving me a greener footprint.	You should be encouraging people to park at the station and going on by public transport rather than driving to places.	Kings Cross	Transport connections, Onward travel, Accessibility	Good access, clear signage and ease of use as a passenger even late at night.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

521	Member of public	Your current views		63f9fe5eed37cc0019f71773	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Clean spaces, Onward travel, Landmark	-	Kings Cross	Transport connections, Onward travel	-	Noted.
522	Member of public	Your current views		63f9f16287226d001a5d0a38	Feeling safe, Good easy access	-	-	-	-	Noted.
523	Member of public	Your current views	1	63f74d44807bd0001959bbdb	Good easy access	-	-	-	I mentioned it in the previous consultation, but I still don't see any provision for private vehicles dropping off and collecting at the railway station. This is a huge part of the facility that a railway station offers, and yet it appears to be ignored in these plans.	Drop off and pick up points has been a common theme in reponses. The AAP document is a visionary piece of work to understand the ojectives for the area in the next 20 years These comments will be fed back in to the analysis and future development will undergo a full planning process with detailed plans and scope for scrutiny.
524	Member of public	Your current views		63f684f7f759d4001938d4ca	Clear signage, Good easy access, Greenery/trees, Toilets, Design of buildings, Options for shops, Onward travel, Landmark, Clean spaces, Cycle hub , Seating, Visually attractive, Feeling safe, Options to eat and drink	-	Cambridge, Kings Cross	Transport connections, Variety of shops, Onward travel, Green space/open space, Cycle provision, Accessibility, Wayfinding, Lightning, Landmark arrival, Landscaping, Public Realm	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

525	Member of public	Your current views		63f55bcbc5e1370019514c62	Visually attractive, Design of buildings, Options to eat and drink, Toilets, Clear signage, Options for shops	-	Kings Cross	Variety of shops, Landmark arrival, Accessibility, Public Realm, Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
526	Member of public	Your current views		63f54f12c55e770019aecc81	Feeling safe, Good easy access, Visually attractive, Seating, Toilets, Clean spaces, Options to eat and drink, Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
527	Member of public	Your current views		63f542bdc55e770019aecc51	Clear signage, Feeling safe, Greenery/trees, Seating, Toilets, Clean spaces	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
528	Member of public	Your current views	1	63f4f74b4dde820018f7cc56	Clear signage, Feeling safe, Good easy access, Toilets, Onward travel	The pick up area needs to be easier to access and to continue to be available. My daughter often has a large suitcase with her so getting the bus isn't practical. Also, the taxis are often blocking the way in to the pick up area because there are too many of them	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

529	Member of public	Your current views		63f4aa20f6bed80019030a4e	Clear signage, Good easy access, Seating, Toilets, Cycle hub , Feeling safe, Clean spaces, Onward travel, Options to eat and drink	-	Cambridge	Landscaping	-	Noted.
530	Member of public	Your current views		63f3dc899f8950001949396b	Visually attractive, Options to eat and drink, Toilets, Greenery/trees, Good easy access, Feeling safe, Clean spaces	The existing station has a very poor layout and depressing arrival and exit. It would be fantastic to have a ground level entrance which on exit of the station opens up into a pedestrian plaza, similar to that of Kings Cross, but with a modern glass front. This plaza, replacing the existing Lytton Way could be full of seating, meeting points, trees, eateries etc with vehicle access remaining to the far left or right or even around the back where the Leisure Park currently is. It should be a seamless journey across to the new bus interchange without the need to cross a busy main road. I visualise the space to be completely different to now which would transform arrival into Stevenage and make more pleasant for commuters.	Kings Cross, Photo of Oxford train station , Reading	Green space/open space, Variety of shops, Landscaping, Accessibility, Safety, Clean air	I arrive into Kings Cross a lot and the big open plaza makes the arrival much calmer and more pleasant than it used to be. There's something nice about being able to use the open space to sit and relax or just use as a meeting point. These spaces also feel a lot safer. From an accessibility point of view, it would be great if the arrival to the town made a seamless ground level journey over to the town centre - as it currently stands we have a bridge and a lot of stairs which is not good for anybody with accessibility issues. The lifts are not nice to use. I am genuinely excited about the change we could have here.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
531	Member of public	Your current views	2	63f29440f9949e00193f7339	Clear signage	Put Lytton way back to how it was and stop wasting money.there was no problems until you altered it ie exit from tescos and bus traffic	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will

						lights which are never used				be collated and fed back in to the Council's projects and future work.
532	Member of public	Your current views		63f20a8c8ef1840019b606c3	Clear signage, Feeling safe, Good easy access, Visually attractive, Toilets, Clean spaces, Options to eat and drink, Onward travel, Seating, Greenery/trees, Design of buildings, Cycle hub	-	-	Green space/open space, Landmark arrival, Transport connections, Public Realm, Cycle provision	-	All feedback will be collated and fed back in to the Council's projects and future work.
533	Member of public	Your current views		63f0c09b90b6b60019cd77e6	Clear signage, Good easy access, Visually attractive, Greenery/trees, Seating	-	Reading	Accessibility, Lightning, Landmark arrival, Public Realm	-	All feedback will be collated and fed back in to the Council's projects and future work.
534	Member of public	Your current views		63eff5c55c818a0019c7a060	Feeling safe, Good easy access, Visually attractive, Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel, Landmark	-	Kings Cross	Transport connections	-	All feedback will be collated and fed back in to the Council's projects and future work.
535	Member of public	Your current views		63efdb3c5c818a0019c79edf	Good easy access, Clear signage, Toilets, Seating, Cycle hub, Visually attractive, Feeling safe, Options to eat and drink, Clean spaces	-	-	-	-	All feedback will be collated and fed back in to the Council's projects and future work.
536	Member of public	Your current views		63efd5bc12db21001936e208	Feeling safe, Visually attractive, Clean spaces, Greenery/trees, Good easy access, Design of buildings	Need to manage anti social behaviour in these areas	Kings Cross	Green space/open space	-	All feedback will be collated and fed back in to the Council's projects and future work.

537	Member of public	Your current views		63efd29e12db21001936e1de	-	<p>The road between the Post Office sorting building and the roundabout by the Police station needs to be made dual lane northbound.</p> <p>The road from Dunelms up between the football stadium and The Range/ Wickes needs to be made dual lane again northbound.</p> <p>The junction at the Tesco entrance needs to be reverted to what it was before. How will access be maintained to the town centre and Tesco under the new Lytton Way proposals ?</p>	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
538	Member of public	Your current views		63ef8763db330c0019f20a0f	Good easy access, Clear signage, Feeling safe, Onward travel	-	Kings Cross	Accessibility, Safety	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
539	Member of public	Your current views		63ef8460db330c0019f209bb	Onward travel, Landmark, Design of buildings, Toilets, Good easy access, Clear signage, Feeling safe, Visually attractive, Seating, Clean spaces, Options for shops, Options to eat and drink	Station is not fit for purpose. Needs twice as many stairs/lift access to platforms. It is the first building people see when arriving so needs to make a statement.	Reading	Transport connections, Clean air, Onward travel, Green space/open space, Landmark arrival, Cycle provision, Accessibility, Landscaping, Lightning, Safety, Variety of shops	Very modern with airport connections to Heathrow. Stevenage could have a connection to Luton airport which could be frequent.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

540	Member of public	Your current views	2	63ef78f8158cf10019bf6c8e	Clear signage, Good easy access, Feeling safe	I am amazed that you have used a photo of the area which is prior to the recent works carried out. We as a town have spent a huge amount of money putting in a transport hub as well as redesigning the roads. The result of which has been a disaster, causing congestion additional pollution. Who is taking responsibility for this? This road takes the majority of the traffic passing through the the area. This proposal will force traffic onto other roads that have residential buildings and future leisure areas and industrial/Office buildings (latest plan for Stevenage). Congestion and pollution will be increased with a need for trips on non appropriate roads. If there is a desire to use the land which are currently car-parks then contain the design to the space available. Waste no more money in the current climate. All of the above wants and needs are catered for with the current set up. Trains have toilets as does the station eating places can be got to in both the leisure park and the future town centre we can continue cover all of the above	-	-	You are again trying to place bias on the survey. The project is weak in regards to covering the leisure park the out of town shopping which are the big draws for the town. an over road walk into the town centre will serve all needs just improve that area. Covered walk way leading into a well design town centre.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
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with what we have.
You are looking to
justify this by biasing
the survey.

541	Member of public	Your current views	2	63ef5579ce26740018f5b6ba	Clear signage, Feeling safe, Good easy access, Toilets, Onward travel, Seating	I live in Little Wymondley & my wife & i are both disabled we do shop in stevenage & come to bingo every two or three weeks & we drive my wife has to use a walker so we park in the disabled bays at the side of westgate so if you are to restrict access to Lytton way this should also include disable access by road as we would both have difficulty walking to the bus stop here and from the bus stop in stevenage and late on a Saturday night walking home from the bus stop on the main road though our village. You already have crossings on the road which seem to work well enough and we do use the Iner trains from the station to see our grand daughter in Darlington so road access to the station for parking is important to us.	-	-	-	Accessibility for all is very important and these comments will be fed back in to the analysis of the AAP.
542	Member of public	Your current views	1	63ed496e44b75500196ff04c	Clear signage, Good easy access, Visually attractive, Greenery/trees, Design of buildings, Clean spaces, Options for shops, Options to eat and drink	The station stairs they are really trippy. Steep and when you go into leisure park from the train station it should be more attractive rather than seeing the backs of buildings. More greenery in the leisure park Parking.	Photo of Oxford train station	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

543	Member of public	Your current views	2	63eba34c7af02d0018af9dd0	Clear signage, Good easy access, Seating, Greenery/trees, Toilets, Clean spaces, Options to eat and drink, Onward travel	There should be a drop off/pick up zone not just for taxis but for friends/family picking up. A shuttle that regularly (every 10 mins) goes between the train station, bus station and town centre would be really helpful for those with limited mobility.	Kings Cross	Clean air, Green space/open space, Landscaping	I like the historical/classic look. The problem with looking 'modern' is inevitably it will become out of date. Easy access is key too, with open spaces and trees etc.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
544	Member of public	Your current views		63eb38989a2bee001984b626	Good easy access, Onward travel, Seating, Cycle hub	-	Kings Cross	Transport connections, Green space/open space, Variety of shops	-	Noted.
545	Member of public	Your current views		63ea54b16527e20019ccd349	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Design of buildings, Clean spaces, Options for shops, Options to eat and drink	The whole bridge area and the tunnel steps leading to car park could be more attractive	-	-	-	Noted.
546	Member of public	Your current views		63ea119105e9170019c84d2a	Good easy access	-	-	-	-	Noted.
547	Member of public	Your current views		63e8d6cd1cf05c0019cf3b8b	Clear signage, Feeling safe, Good easy access, Seating	-	-	Removal of 1960s addition to reveal original station facade.	-	Noted.
548	Member of public	Your current views		63e8d23605e9170019c845f6	Clear signage, Good easy access, Feeling safe, Seating	-	Kings Cross	Removal of old 1960s addition from the front of the station to reveal the original facade.	-	Noted.
549	Member of public	Your current views		63e8c73305e9170019c845b3	Feeling safe, Greenery/trees, Cycle hub, Options to eat and drink, Landmark	-	Cambridge	Variety of shops, Green space/open space, Cycle provision, Accessibility, Public Realm	-	Noted.
550	Member of public	Your current views		63e8c164ddf95b0018f8a6c2	Design of buildings, Onward	-	-	-	-	Noted.

					travel, Clear signage, Good easy access					
551	Member of public	Your current views		63e8864505e9170019c84472	Clear signage, Feeling safe, Visually attractive, Greenery/trees, Good easy access, Seating, Toilets, Cycle hub , Options for shops, Options to eat and drink, Onward travel	-	Kings Cross	Transport connections, Variety of shops, Green space/open space	Mixes historic with modern	Noted.
552	Member of public	Your current views		63e80a7d1bd2b3001925c787	Good easy access, Clear signage	-	Kings Cross	Onward travel, Safety, Landmark arrival	-	Noted.
553	Member of public	Your current views	1	63e7c3afa10fa80019107cbd	Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Landmark	<p>Removing cars from all the area near the train station is the only way. Zero room for pedestrians in a literally urban highway.</p> <p>Station and roads are old 70s designs that are not attractive anymore for people and businesses. An old, tiny and dangerous station surrounded by highways with 40mph!!! Speed limit (deathly speed in case of a running over) and full of parking places.</p> <p>Old, inadequate, polluting, and dangerous. Stevenage is minced by several highways as Lytton, therefore I consider it should be completely pedestrianized as there are many other combinations by car.</p> <p>The whole Stevenage</p>	Reading	Clean air, Transport connections, Variety of shops, Green space/open space, Cycle provision, Accessibility, Landscaping	-	Noted.

						roads should be max. 20mph, to reduce risks for pedestrians. Infrastructures as bridges or tunnels make it difficult for people who walk, they should be removed and replaced by zebra crossings in streets that must become friendlier.				
554	Member of public	Your current views		63e7bf0505e9170019c84140	Feeling safe, Greenery/trees, Visually attractive, Seating, Toilets, Cycle hub , Options for shops, Landmark	NO CARS.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis.
555	Member of public	Your current views	1	63e78e81ed4aa40019181ecd	Feeling safe, Visually attractive, Greenery/trees, Seating, Clean spaces, Options for shops, Options to eat and drink, Comfortable and safe space for walking	At the moment I find difficult cycling and walking, as there are minimum and common space for cyclist and pedestrian	Kings Cross	Transport connections, Cycle provision, Green space/open space, Onward travel, Landmark arrival, Landscaping, Public Realm	It is easy to move around that station, it has modern services and facilities without losing the identity (although there are too many franchises, so I miss some authenticity/originality)	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's

										projects and future work.
556	Member of public	Your current views		63e69dd91bd2b3001925bf2d	Clear signage, Feeling safe, Clean spaces, Good easy access, Toilets, Weatherproof Roof on the walkway between the Leisure Centre & Station	I think the boxes that I have highlighted are the most important. NO shops other than Coffee, Tea, Hand Food & Newspapers, we need to encourage arrivals to visit the shops in the Town Centre Make PERMANENT the cones on the Tesco's side of Lytton Way. Thameslink need to upgrade the Station Appearance!	-	Onward travel, Wayfinding, Accessibility, Safety, Transport connections, Lightning	I cannot convince myself any of the above Station Designs are suitable for Stevenage	All feedback will be collated and fed back in to the Council's projects and future work.
557	Member of public	Your current views		63e5700e1bd2b3001925b444	Design of buildings	-	-	Transport connections	-	Noted.
558	Member of public	Your current views		63e51090477d320019aaf7e3	Good easy access	The open -air pathway connecting to the train station is dangerous in winter! When it snows and freezes, a lot of people including myself have experienced falls, and there is nothing to hold on to in order to stand up. A covered pathway would offer a much improved experience in winter. Also in high winds, the pathway is hazardous.	Cambridge	Green space/open space, Onward travel, Transport connections, Cycle provision, Lightning	-	Noted.
559	Member of public	Your current views		63e50e8fc2edbf00191a63b8	Greenery/trees, Feeling safe, Clean spaces, Toilets, Seating, Options to eat and drink	-	Kings Cross	Transport connections, Green space/open space, Onward travel	-	Noted.

560	Member of public	Your current views	1	63e43bed3fc808001992f4b1	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Design of buildings, Clean spaces	Effect drop off and pick up points to ease congestion. Removal of traffic lights and creation of a nicer overpass bridge.	-	-	-	Noted.
561	Member of public	Your current views		63e42b81477d320019aaf21d	-	-	-	Clean air, Variety of shops, Transport connections	-	Noted.
562	Member of public	Your current views		63e3f004c2edbf00191a5bd5	Visually attractive, Greenery/trees, Cycle hub , Design of buildings, Clean spaces, Onward travel	-	-	-	-	Noted.
563	Member of public	Your current views		63e3e6421bd2b3001925a734	Feeling safe, Toilets, Clean spaces, Onward travel	No ease of access to drop of or pick up	Kings Cross	Variety of shops, Transport connections	These city stations are not really a good comparison to a town station.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
564	Member of public	Your current views		63e3a49ec2edbf00191a555d	Clear signage, Good easy access, Toilets, 24 hour step free access between platforms and pavement	The footbridge from the station to the leisure centre needs to be covered	-	-	-	Noted.
565	Member of public	Your current views		63e37b7c477d320019aae635	Greenery/trees, Clear signage, Clean spaces, Design of buildings, Onward travel, Landmark, Visually attractive, Feeling safe, Good easy access, Seating, Cycle hub , Toilets, Options	The gateway to Stevenage town should be clear on arrival. That does not mean that Lytton Way should be pedestrian only it means that the route to the Town should be clear and inviting - with the Leisure Centre removed a wider	Cambridge	Clean air, Transport connections, Landmark arrival, Landscaping, Public Realm, Safety	cars are still allowed	Noted.

					for shops, Options to eat and drink	more inviting green bridge could be provided with clear sightlines to the town				
566	Member of public	Your current views		63e37044477d320019aae4b7	Clear signage, Feeling safe, Good easy access, Toilets, Design of buildings, Clean spaces, Onward travel, Landmark	-	-	-	-	Noted.
567	Member of public	Your current views	1	63e3603e1bd2b30019259b6a	Visually attractive, Clear signage, Seating, Design of buildings	I like how many points of access the station has to tesco, to town, to the leisure park and to the taxi ramp, there are so many and that is perfect.	Kings Cross	Accessibility, Green space/open space, Safety, Aesthetic	I think there should be two drop off zones on Lytton way, one for taxis and buses and another for cars who need to drop people off, this would reduce congestion	All feedback will be collated and fed back in to the Council's projects and future work.
568	Member of public	Your current views		63e35650c2edbf00191a4f30	Greenery/trees, Cycle hub , Good easy access, Options to eat and drink	Pedestrianise the area around the station	-	-	-	Noted.
569	Member of public	Your current views	1	63e355a8477d320019aae3ac	Feeling safe, Seating, Toilets, Onward travel, Clear signage, Good easy access, Clean spaces	I like the location and access to the station. Lytton Way is a major route through town and should remain open and used as such. With the other major through roads all having been given crossings and traffic lights for shops etc itâ€™s become more and more cumbersome to get from one end of toen to the other and the current traffic light situation on Lytton Way already creates obstacles.	Kings Cross, Cambridge	Clean air, Transport connections, Onward travel, Wayfinding, Accessibility, Lightning, Safety	-	Accessibility for all is very important and these comments will be fed back in to the analysis of the AAP.

570	Member of public	Your current views	1	63e354b91bd2b30019259b28	Parking	There needs to be more parking	-	-	-	Noted.
571	Member of public	Your current views		63e3468940aa3500194a3675	Visually attractive, Onward travel, Clear signage, Feeling safe, Good easy access, Design of buildings	The station itself is a dreadful concrete monstrosity. If the areas around it are improved and the station itself is left as is, any expected impact could be limited. It's separation from the bus station when travelling with bags is problematical. It's elevation to enter or exit is a problem too. The ugly car park is unpleasant to look at.	Kings Cross	Public Realm	It's only familiar with Kings Cross and Cambridge. The redevelopment of King's Cross has been a big success with the new pedestrian orientated square and passengers being moved into the wonderful new concourse whilst they wait for trains.	Accessibility for all is very important and these comments will be fed back in to the analysis of the AAP.
572	Member of public	Your current views	1	63e2e8b9477d320019aae325	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Design of buildings, Clean spaces	The idea of restricting vehicle access to Lytton Way is crazy. It will lead to gridlock around the town centre. Yes, the area needs a tidy-up and should be made more attractive with some green landscaping but doesn't need major changes. You need to keep traffic flowing around the town centre otherwise footfall will reduce. The proposed weekend car parking charges for the new multi-storey car park are outrageous.	-	-	It is impossible to comment on the basis of these photos. You need to use a place to understand whether it works.	
573	Member of public	Your current views	1	63e29ef840aa3500194a33bf	Clear signage, Good easy access, Feeling safe	Should be easy to get to and park for those who live on the outskirts of Stevenage. Buses are not always an option for people. Consider early/late trains, mobility issues, that you have just put an expensive car park in, it needs to be	Kings Cross	Onward travel, Landmark arrival, Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

						used. Also more EV charging outlets.				
574	Member of public	Your current views	1	63e29d26c2edbf00191a4c25	Clear signage, Feeling safe, Good easy access, Seating, Visually attractive	More secure cycle storage is required, need to maintain pick up and drop off zones for cars, not just buses and taxis	Kings Cross	Transport connections, Onward travel, Landmark arrival	If Lytton Way is to be closed to general traffic I would be interested to hear about the impact on the other roads around the town centre, eg St George's Way. I often go from one side of town to the other via St George's Way, I can only imagine how congested it would get if Lytton Way traffic was diverted through here as well. The issue with pedestrian access to the town from the train station is more about having to walk through the leisure centre "tunnel". Unless this project includes flattening the leisure centre then pedestrianising Lytton Way makes little difference. I like a nicer bridge, more like a garden bridge would make a more attractive introduction to the town. Whilst I appreciate people's comments that we should be using public transport or cycling, we should	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

									appreciate that for some time to come people will continue to depend on driving, perhaps do more to encourage the switch to electric vehicles might be a compromise?	
575	Member of public	Your current views		63e2937a1bd2b30019259802	Feeling safe, Clear signage, Good easy access, Visually attractive, Seating, Cycle hub , Toilets, Onward travel, Clean spaces, Options to eat and drink, Options for shops, Greenery/trees, Design of buildings, Landmark	-	Kings Cross	Variety of shops, Onward travel, Lightning, Public Realm, Safety, Clean air, Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
576	Member of public	Your current views		63e276a61bd2b30019259668	Clear signage, Feeling safe, Good easy access, Visually attractive,	-	Photo of Oxford train station , Cambridge, Reading	Lightning, Transport connections, Onward travel, Clean air, Cycle	-	Positive and negative comments noted on the questions and

					Greenery/trees, Clean spaces, Toilets, Design of buildings, Onward travel			provision, Variety of shops		fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
577	Member of public	Your current views		63e236f67ff94c0019ed54b7	Feeling safe, Visually attractive, Clear signage	The route from the station to the town centre is horrible. Routes to Old Town are poor too. No signing for peds/cyclists.	Kings Cross	Landmark arrival, Public Realm, Variety of shops, Transport connections	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
578	Member of public	Your current views	2	63e22fce7462a0001a780aaf	Clear signage, Feeling safe, Toilets, Cycle hub , Clean spaces, Onward travel	Keep Lytton Way as a through way past the station as it allows easy access to the station and the main car parks into the town centre. Making this a pedestrian area to my mind would be a bad move. We already have a green area in the town in the way of the garden near St Georges .	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
579	Member of public	Your current views		63e22eceed5e7f0019c9c44f	Clear signage, Feeling safe, Visually attractive, Greenery/trees, Good easy access, Cycle hub , Clean spaces, Design of buildings, Landmark, Toilets, Seating, Onward travel	I like the idea of just buses and taxis only using this road.	Photo of Oxford train station	Clean air, Transport connections, Onward travel, Accessibility, Wayfinding, Safety, Lightning, Landmark arrival, Public Realm	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

580	Member of public	Your current views		63e22e3f7462a0001a780a81	Clear signage, Toilets, Feeling safe	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
581	Member of public	Your current views		63e116888ab3ba0019ca3a2b	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Design of buildings, Clean spaces, Options for shops, Options to eat and drink, Onward travel, Landmark	-	Kings Cross	Variety of shops, Green space/open space, Safety, Landmark arrival, Landscaping, Public Realm	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
582	Member of public	Your current views		63e10bdc5b3de30018311d50	Feeling safe, Visually attractive, Clean spaces, Options to eat and drink, Toilets, Greenery/trees, Good easy access, Clear signage, Cycle hub	-	Reading, Cambridge	Clean air, Transport connections, Green space/open space, Public Realm	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
583	Member of public	Your current views	1	63e0d220386a9c00189f6647	Greenery/trees, Visually attractive, Feeling safe, Clean spaces	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's

										projects and future work.
584	Member of public	Your current views		63e07737e9b1c50019fae5a0	Clear signage, Feeling safe, Good easy access, Seating, Toilets, Clean spaces	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
585	Member of public	Your current views		63e074a974da4a0019ba06f6	Good easy access, Feeling safe, Clean spaces, Onward travel	-	Kings Cross	Transport connections, Green space/open space, Accessibility, Lightning	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
586	Member of public	Your current views		63dfcbd28fd0a300199def3a	Clear signage, Seating, Visually attractive, Feeling safe, Good easy access, Greenery/trees	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
587	Member of public	Your current views		63df8d34759ff500185a323b	Visually attractive, Greenery/trees, Seating, Toilets, Clean spaces, Options for shops, Options to eat and drink, Clear signage, Feeling safe	-	Kings Cross	Transport connections, Variety of shops, Landmark arrival	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and

										fed back in to the Council's projects and future work.
588	Member of public	Your current views	1	63df8ba5af9e280019433554	Clear signage, Feeling safe, Good easy access, Seating, Cycle hub , Toilets, Clean spaces, Onward travel, Visually attractive	The choice between various means of transport, taxi, bus, cycling, and private pick up point. A place to park store your vehicle while using the trains as public transport does not provide a good enough service all the time.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
589	Member of public	Your current views		63dea78ceead830018e0aa2c	Clear signage, Good easy access, Visually attractive, Greenery/trees, Toilets, Options to eat and drink, Onward travel, Cycle hub	-	Kings Cross	Transport connections, Green space/open space, Public Realm, Cycle provision	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
590	Member of public	Your current views		63dd3759ef8aa80019bb4709	Feeling safe, Good easy access, Seating, Toilets, Clean spaces, Options to eat and drink, Clear signage	The options you give are obvious ones as example toilets and seating. Why would they not be there ? It is a train station giving access to Stevenage or leaving the town, not a meeting place for having a meal or buying your weekly shop. Making it attractive and clean again should be the given rather than an option	Cambridge, Kings Cross	Onward travel, Transport connections	Connections are needed if public transport is to be used more but again making it a meeting place is not a requirement, itâ€™s for getting from a to b rather than congregating	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

591	Member of public	Your current views	1	63dcf726df770a001866752d	Clear signage, Toilets, Onward travel	I don't use the station as a tourist visiting Stevenage. (Does anyone?) I use it to get between my Stevenage home and London or other parts of the country by train. Efficiency of the station & sufficient, helpful staff are what I need. Also, importantly, coordination between local buses and trains. On Sundays, the fast ThamesLink trains from London and further south arrive hourly. The buses to the northern parts of Stevenage (Lister etc) leave roughly hourly - JUST BEFORE THE ARRIVAL OF THE THAMESLINK SERVICE. This kind of thing makes using public transport on Sunday very uncomfortable and time-consuming.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
592	Member of public	Your current views		63dbe4a6e4fc2b00191904ee	Clear signage, Feeling safe, Good easy access, Visually attractive, Seating, Toilets, Cycle hub , Options to eat and drink, Onward travel, Design of buildings	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
593	Member of public	Your current views		63dbd1e765f6e100195cdd32	Clear signage, Feeling safe, Good easy access, Greenery/trees, Clean spaces, Onward travel	It currently looks very tired and "bleak"	Cambridge	Clean air, Transport connections, Safety	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will

										be collated and fed back in to the Council's projects and future work.
594	Member of public	Your current views		63db98b57aec89001a3b5ce7	Clear signage, Cycle hub , Greenery/trees, Visually attractive, Feeling safe, Options to eat and drink, Options for shops, Good easy access	-	Cambridge, Kings Cross	Transport connections, Variety of shops, Accessibility, Cycle provision, Landmark arrival, Safety	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

595	Member of public	Your current views	2	63db7d52689cef0019ac2466	Feeling safe, Visually attractive, Seating, Greenery/trees, Toilets, Cycle hub , Options to eat and drink	Stevenage is a commuter town not a destination town. It needs to work for the people who live in it over and above anybody else. Platforms are over-crowded and access from platform to terminal could be improved. More staircases and a bigger station concourse, it's a little bottle-necked currently. With regards to Lytton Way, people still need to be able to drive safely and easily from one side of town to the next. Removing one of the main arteries to traffic through Stevenage doesn't make sense, it will force traffic onto the other arterial roads causing more congestion and busy roads. Lytton Way should remain open to traffic in its current form. A new multi-storey car park has just been built, what was the point of that if you now intend to reduce traffic on Lytton Way as an option?? Bridges to ferry pedestrians across Lytton way would work well and keep people and traffic separate which is always safer. The current cycle lane behind the station is in an ideal place, it just needs to be resurfaced, better lit and better signed. I	-	Green space/open space, Cycle provision, Safety, Landscaping	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
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						use it regularly and don't see a need to move it from its current location.				
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596	Member of public	Your current views	2	63db7b4c664d7c0019e84618	Greenery/trees, Cycle hub , Options to eat and drink, Seating, Visually attractive, Feeling safe, Toilets	Stevenage is a commuter town not a destination town. It needs to work for the people who live in it over and above anybody else. Platforms are over-crowded and access from platform to terminal could be improved. More staircases and a bigger station concourse, it's a little bottle-necked currently. With regards to Lytton Way, people still need to be able to drive safely and easily from one side of town to the next. Removing one of the main arteries to traffic through Stevenage doesn't make sense, it will force traffic onto the other arterial roads causing more congestion and busy roads. Lytton Way should remain open to traffic in its current form. A new multi-storey car park has just been built, what was the point of that if you now intend to reduce traffic on Lytton Way as an option?? Bridges to ferry pedestrians across Lytton way would work well and keep people and traffic separate which is always safer. The current cycle lane behind the station is in an ideal place, it just needs to be resurfaced, better lit and better signed. I	-	-	No comment	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
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						use it regularly and don't see a need to move it from its current location.				
597	Member of public	Your current views		63da576744473400194ff7cd	Options to eat and drink, Design of buildings, Options for shops, Greenery/trees, Clear signage, Good easy access, Visually attractive, Seating, Clean spaces, Feeling safe, Toilets	The station itself has good transport links, however visually it's unappealing - appearing outdated and often unclean.	Kings Cross, Cambridge	Transport connections, Accessibility, Landmark arrival, Green space/open space	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

598	Member of public	Your current views		63d9830eff400e001a55d6f0	Clear signage, Feeling safe, Visually attractive, Good easy access, Greenery/trees, Design of buildings, Clean spaces, Cycle hub , Toilets, Onward travel	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
599	Member of public	Your current views		63d97f1b8f11b100194d4f07	Clear signage, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Options for shops, Options to eat and drink, Onward travel	-	Kings Cross	Transport connections, Onward travel, Accessibility	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
600	Member of public	Your current views		63d91556ff400e001a55cde1	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Toilets, Cycle hub , Design of buildings, Clean spaces, Onward travel, Parking	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

601	Member of public	Your current views		63d8e41c2b02c100184f7bae	<p>Clear signage, Good easy access, Greenery/trees, Design of buildings, Onward travel, Visually attractive, Feeling safe, Seating, Cycle hub , Clean spaces, Landmark</p>	<p>Stevenage really benefits from its station being so centrally located, unlike Oxford and to a lesser extent Cambridge. Unfortunately the station and its tracks are currently considered a physical barrier before its poor condition are even considered. There is a major opportunity now to exploit the locality and facilitate the expansion of the town centre to the West, brining forward highly sustainable, brownfield development parcels with all transport methods fully integrated.</p>	Cambridge, Kings Cross	<p>Clean air, Transport connections, Onward travel, Green space/open space, Wayfinding, Safety, Landmark arrival, Lightning, Landscaping, Public Realm</p>	<p>Redevelopment of the AAP location is very much welcome as Stevenage makes an international name for itself in STEM. I appreciate the land under consideration is in policy terms but I can't help but think the context of town centre expansion to the West needs greater reference.</p> <p>I appreciate this land is owned by Legal & General but to facilitate a dual frontage train station and joined up arrival experience, this space should surely be considered? It could also ease the facilities required within the constrained AAP land (e.g., a large taxi rank and drop-off area on the West side freeing up space to the East). This may all be under consideration in delivering the Station Gateway TIP but if there is the means for better collaboration between SBC and Legal & General, I think this should be sought. Integrating the AAP and Station Gateway work beyond not prejudicing each other would also make for a better communicated project to the public, abating the poor</p>	<p>Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.</p>
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									perception and misinformation regarding regeneration that currently exists.	
602	Member of public	Your current views	2	63d84c403bcd5d0019ac9525	Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Onward travel, Feeling safe, Good easy access	Please keep the retail park on one side. Do not turn it into flats. There needs to be somewhere you can drive to drop off / pick up and wait for people off the train. The cycle path next to the station going to the underpasses towards the old town need more lighting.	Kings Cross	Transport connections, Onward travel, Landscaping, Lightning, Safety	The most important feature of the station is that it remains easily accessible by car as well as by foot. The buses are not frequent enough or on time to be the main way to get to the station.	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

603	Member of public	Your current views		63d84c233bcd5d0019ac9522	Clear signage, Good easy access, Toilets, Seating, Visually attractive, Feeling safe, Options to eat and drink, Greenery/trees, Onward travel	-	Cambridge	Green space/open space, Landscaping, Transport connections, Wayfinding	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
604	Member of public	Your current views		63d83c1c89f55d00196cdf03	Feeling safe, Visually attractive, Toilets, Design of buildings, Options to eat and drink	-	Kings Cross	Variety of shops, Green space/open space, Lightning	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
605	Member of public	Your current views		63d83af7d93b7b00187ecbd3	Cycle hub , Toilets, Options to eat and drink, Good easy access, Clear signage, Onward travel, Feeling safe	-	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
606	Member of public	Your current views		63d8396cd93b7b00187ecb88	Clear signage, Feeling safe, Good easy access, Visually attractive, Greenery/trees, Seating, Toilets, Cycle hub , Design of buildings, Clean spaces, Options for shops, Options to eat and drink,	I think the distinctive brutalist architecture of the current station building is a culturally significant and valuable part of the Stevenage cityscape. It is 50 years old this year, and whilst some may condemn its dated stylings, I see it as an important icon of Stevenage that should be preserved,	Kings Cross	Transport connections, Landmark arrival, Public Realm	Stevenage has far too much parking already, and the recently constructed multi-story car park is yet another ugly abomination. It further promotes car use when we should be doing the opposite, and stands alone in a relatively open area,	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

					Onward travel, Landmark, Tram network, event plaza, bandstand	refurbished, and integrated into any new development.			blocking valuable sightlines.	
607	Member of public	Your current views		63d838843bcd5d0019ac92b3	Clear signage, Feeling safe, Good easy access, Visually attractive, Toilets, Clean spaces, Options to eat and drink	Clean well kept area, that is managed well. Unlike existing areas.	-	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.
608	Member of public	Your current views		63d82a1c7a9a5a0019cf31e2	Clear signage, Feeling safe, Good easy access, Toilets, Onward travel	-	-	-	-	Noted.
609	Member of public	Your current views		63d80187d67e9e0019984c63	Clear signage, Greenery/trees, Visually attractive, Good easy access, Toilets, Cycle hub , Clean spaces, Options to eat and drink	-	Kings Cross	Transport connections, Onward travel, Variety of shops, Cycle provision, Landmark arrival, Public Realm	-	Noted.
610	Member of public	Your current views		63d7fc0a2f9ce70019926785	Visually attractive, Good easy access, Greenery/trees, Toilets, Clean spaces, Options for shops, Options to eat and drink	Clean the graffiti, Clean the area around with jet washing and put hanging flowers, remove phone posts that smells collecting rubbish. Get the drug sellers out and the drinkers also! Make it been able to enjoy the area till late hours and not been a dead place by 5pm	-	-	-	Noted.

611	Member of public	Your current views		63d7fc0674e497001a6be54a	Visually attractive, Good easy access, Greenery/trees, Toilets, Clean spaces, Options for shops, Options to eat and drink	Clean the graffiti, Clean the area around with jet washing and put hanging flowers, remove phone posts that smells collecting rubbish. Get the drug sellers out and the drinkers also! Make it been able to enjoy the area till late hours and not been a dead place by 5pm	-	-	-	Noted.
612	Member of public	Your current views		63d7fa874dac0001a824a05	Greenery/trees, Toilets, Cycle hub , Clean spaces, Options for shops, Options to eat and drink, Onward travel, Good easy access, Feeling safe, Clear signage	-	Photo of Oxford train station , Reading	Green space/open space, Cycle provision, Accessibility, Safety, Lightning, Landscaping, Variety of shops, Onward travel, Transport connections, Clean air	-	Noted.
613	Member of public	Your current views	1	63d7f9f63bcd5d0019ac8e3d	Visually attractive, Clean spaces, Options for shops, Options to eat and drink, For residents of stevenage you should do a discount with a special vehicle sticker to park the car there cheaper. Its already very expensive the trian and parking and taking a taxi to the station .	It needs a new refurbished out and more green around it to make it cosy to stay there and wait for busses etc.	Kings Cross	Variety of shops, Green space/open space, Accessibility, Safety, Lightning, Landscaping	-	Noted.
614	Member of public	Your current views		63d7f86c4dac00001a8249c8	Greenery/trees, Seating, Cycle hub , Options to eat and drink, Clear signage	Improve cycling areas. Make it much greener with trees/ flowers	Cambridge	Green space/open space, Cycle provision, Accessibility, Safety	-	Noted.

615	Member of public	Your current views		63d7f75c3bcd5d0019ac8df9	Visually attractive, Clear signage, Good easy access, Greenery/trees, Clean spaces, Design of buildings	-	Reading, Kings Cross	Green space/open space, Accessibility, Lightning, Landscaping, Variety of shops	-	Noted.
616	Member of public	Your current views	3	63d7c3da7861c000197b97b9	Clear signage, Good easy access, Clean spaces, Visually attractive, Design of buildings	I have little faith in planning competence since the total lash-up of traffic routing along Lytton Way following the opening of the new bus station. Coning now has to sort out the mess. The new multi-storey is an eyesore before it's even opened. Stevenage regeneration seems to lurch from one disaster to another.	Kings Cross	-	-	Positive and negative comments noted on the questions and fed back in to the analysis. All feedback will be collated and fed back in to the Council's projects and future work.

ID	Name/Organisation	Comment ID	Theme of Comment	General Comment	SBC Response
617	Coal Authority	GATEWAY - 001	General	In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans. This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.	Noted and acknowledged.
618	Historic England	GATEWAY - 002	General	The Area Action Plan (APP) report is focused on the area around the station in Stevenage and is outside the immediate setting of the Town Square Conservation Area and associated heritage assets. It is therefore not a highly sensitive location. However, the wider town centre area does form an intrinsic part of the setting of the central area and the masterplanning is itself of historical interest, and this should be borne in mind as proposals are developed. We therefore welcome the numerous references to the New Town throughout the preferred options report (e.g. 'Setting the Context', 'Greening the Grey', 'Objectives' and 'Key Principles' etc), and the recognition that new development should 'reflect Stevenage's heritage'. We recognise that the various proposals are not resolved to a level of detail that shows how this might be achieved in terms of architectural design etc. Therefore, while we do not have any specific comments to make at this stage, we look forward to engaging with you as these proposals progress over the coming months/years.	Comments noted and will engage with Historic England on future work.

619	Member of Public	GATEWAY - 003	Transport and Access	<p>I am concerned about the possibility of restricting any access to Lytton Way, or reducing the carriageway to one lane, without creating an alternative road to gain access to the station and the newly built multi-storey car park. I think you should "Do Nothing" until you have resolved the traffic flow around that area as any change would add traffic flow to the already congested roads including Six Hills Way, St Georges Way, and Fairlands Way.</p> <ol style="list-style-type: none"> 1. The Railway station by car to park, drop off and leave the area - would you need to create an exit to Fairlands Way / Gunnelswood Road? 2. Access from and to the Police Station - the Police would need speedy access to north and south 3. Access to Tesco Car Park 4. Access to Stevenage Registry Office if you restrict Lytton Way Road access 5. Access to Westgate Car Park and the parking area at the back of Lloyds Bank including disabled parking. 6. Access to Gordon Craig Theatre whilst consideration of possible relocation to another area. 7. Access for the increasing volume of residents and visitors to the new block of flats being built on the old Confederation Life site. <p>The problem you have is that Lytton Way has become an arterial road in Stevenage both for public and private transport and without adding another road, I find it difficult to see how any pedestrianised or restrictive option will be good for Stevenage. We need to concentrate on making transport more climate friendly and perhaps consider more bus routes including park and ride solutions before looking at this</p>	<p>Accessibility and movement of traffic has been monitored within the HCC/WSP modelling report. The road network will always be considered in any future development and comments will be fed back to in to the analysis for the area.</p>
620	Member of Public	GATEWAY - 004	Sense of Arrival	<p>The Town Centre of Stevenage defines the way the media and people outside the Town view Stevenage and unfortunately in recent years often these views have been negative.</p> <p>The Gateway redevelopment is at the heart of this regeneration area.</p> <p>The sustainable transport design and underground services/infrastructure of the Town Centre area need to be considered.</p>	<p>Sense of arrival noted and included in the analysis of the AAP.</p>
621	Member of Public	GATEWAY - 005	Options and Opportunities	<p>Options (2) and (3) should be adopted which remove two existing dual carriageway roads which form the A602. The land under the road is far too valuable to be used as a road and should be part of the central business district by the main railway station. Only the central part of the Town Centre should be pedestrian only. Where feasible all modes of transport should be allowed having regard to speed and safety. The area needs to remain alive and appealing to all people. Option 3 would restrict too many modes of transport.</p> <p>There are footpath/cycle paths tunnels under Six Hills Way, Fairlands Way and St Georges Way to link Bedwell, Old Town and Asda districts to the town centre area. When the Forum redevelopment is completed there should be another tunnel built under St Georges Way to link the new Leisure Centre area to the Town Centre. The footpath and cycle way design in the new Gateway area needs to be improved.</p>	<p>Option 2 noted as preferred.</p>
622	Member of Public	GATEWAY - 006	Transport and Access	<p>Removing the A602 dual carriageway link road will create a new ring road system via St Georges Way, Fairlands Way, Gunnels Wood Road and Six Hills Way all of which have roundabouts connecting these four main motor vehicle routes.</p> <p>Assuming that the Tesco Superstore will want to be part of the New Town centre. This has a large valuable car park. Consider forming an entrance from the dual carriageway to the north of Fairlands Way by the Tesco petrol station. Leave the existing entrance into Swingate.</p>	<p>Accessibility and movement of traffic has been considered significantly, especially with transport modelling. All comments will be considered and noted in the report.</p>

623	Member of Public	GATEWAY - 007	Cycle tracks/footpaths	<p>The existing footpath/cycle track to the west by the main railway line has poor lighting at night and may not appear safe to both pedestrians and cyclists. The slope at the southern end to the south west of the police station is too steep. The slope at the north end is also steep so the design is not perfect.</p> <p>There is no proper footpath/cycle track system from the roundabout just to the south of the retirement flats at Pinetree Court. No proper crossing at Danesgate. No proper cycleway by the bus station or Leisure Centre. Part of a cycle track by Tesco then no cycle track to the bridge over Fairlands Way. This north-south route needs to be improved.</p> <p>The police station and car park will need to be retained.</p> <p>A new joint footpath/cycleway has been started in front of the police station. At the south end, there are out of place two flights of steep concrete stairs with a sloping ramp on the right hand side where someone is meant to push a bike up – potential safety hazard here. No disabled access. No traffic lights in front of the police station on the cycle track. No complete cycle track to the new car park. Options (2) and (3) should incorporate a full cycle track along the west side of existing Lytton Way. Engineering works required to the south end. Poor visibility at the south junction with the existing cycle track.</p> <p>Carry out land survey to make certain that the south curved end of the proposed cycle/walking track to the south east corner of the police station can be constructed with the correct shallow gradient to be user friendly. Potential conflict with the rear access road going into the regional police station building. If this cannot be achieved with a safe design you will need to keep the existing section behind the police station. If constructed then remove the cycle way to the concrete steps and rear section behind the police station. All footpaths and cycle tracks to be joint use with appropriate signage. Blue tarmac to show which is the cycle track. All junctions to have level disabled access. Traffic lights to be used where routes cross over roads used by cars. All paths etc to be fully linked into all buildings, car parks etc.</p> <p>Construct a cycle hub building near the railway station to provide servicing, cycle storage, cycle training etc. The cost of this would be funded from payments for use of the facility.</p>	Lighting and issues with current cycle network are noted. Accessibility for all modes of transport will be considered in detail and the comments will be noted in the report.
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624	Member of Public	GATEWAY - 008	Land Redevelopment	<p>The design to the front of the railway station has become inadequate for use. Options (2) and (3) require the provision of new taxi rank, drop-off points for cars delivering/picking up rail passengers. Improve design of bus stop shelter at the front of the railway station. Design the new area to prevent vehicles dropping rail passengers. Consider future plans for the Leisure Park. Platform 5 of the station has recently been built and there is a well-used cycle track and footpath access to the west of the railway. The Town Centre plan appears to include the Leisure Park as part of the central area. Assumed to be private land. Investigate who owns these footpaths and cycle ways – could these now considered to be public rights of way?</p> <p>The railway station is about fifty years old. The original travelator was not properly designed or maintained. A modern station should have an escalator going up to the first floor. The lift is small and not in an obvious location. If the first floor bridge to the Leisure Centre is removed, the whole front of the station will need to be redesigned. There is little wrong with the actual design of the ticket office, stairs, platforms etc. Ask Network Rail to build a new front to the station to include further shops, cafes etc. Has anyone actually asked Network Rail whether they have the money to build a new station in the future? Network Rail has improved London termini by using the sale and redevelopment of land to pay for the improvements. I cannot think that they have completely moved or rebuilt a railway station on the main line between London and Edinburgh in recent years so why would they do this in Stevenage unless there was financial gain.</p> <p>There seems to be a move to relocate the Leisure Centre. From a sustainability point of view, this is a waste of the existing structure but the land use here may have to be changed to fit the overall plan of the Town Centre. Understood the Leisure Centre and swimming pool will be rebuilt to the eastern side of St George's Way.</p> <p>Construct a new theatre/arts building in the Gateway area. Carry out feasibility study to see how big the theatre needs to be and whether this could make a profit. May be part public, part private building.</p>	Improvements required in both Options. These will be noted. Details of drop off / pick up points has not been decided due to the nature of this document, but these issues will be noted.
625	Member of Public	GATEWAY - 009	Transport and Access	<p>The main problem with redeveloping the railway station is Lytton Way which is quite a barrier to free safe pedestrian movement between the bus interchange, the town centre, the leisure centre and the station. Personally I would favour making Lytton Way underground in a short tunnel as it passes the rail station for distance of say 200 meters. I realise that would be disruptive and expensive, maybe a pedestrian underpass rather than a bridge might be considered. The present pedestrian crossing over a dual carriageway is totally unsatisfactory for both pedestrians and traffic movement.</p>	Barriers and safety have been noted
626	Sports England	GATEWAY - 010	Objectives and Principles	<p>Objectives and key principles set out in chapter 6 are supported especially those relating to increasing space for walking and cycling, the integration of green infrastructure, wayfinding, ensuring permeable links and high quality public realm. All of these are consistent with Sport England's Active Design https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design-principles which relate to designing the built and natural environments to create opportunities for physical activity. This will be particularly important in the Station Gateway area as creating the conditions to encourage active travel will help inform how people travel to this area and how they will travel beyond it;</p>	The comments on Active Design have been noted.

627	Sports England	GATEWAY - 011	Transport and Access	The proposals to create a large public square adjoining the station is welcomed as a new civic space can encourage physical activity. This should be designed so that it is large enough for pop-up events and temporary uses to encourage people to walk/cycle to it. The space should also be supported by sufficient seating to allow people to rest while walking between the station and the town centre;	Comments noted and will engage with Sport England on future work.
628	Sports England	GATEWAY - 012	Land Redevelopment	The proposals for meanwhile uses are welcomed. Such uses should be designed to encourage physical activity such as children's play and places for people to rest as suggested by the examples on page 71;	Comments noted and will engage with Sport England on future work.
629	Sports England	GATEWAY - 013	Best Practice	The pointers to best practice set out in principles 6 'High Quality Streets and Spaces and 7 'Supporting Infrastructure' of the Active Design guidance may be of assistance for guiding the detailed proposals that come forward and it is advocated that the finalised document signposts to Active Design. This is pertinent given that the current review of the Active Design guidance that will be published shortly will be including a good practice case study on the masterplanning of Stevenage town centre	Comments noted and will engage with Sport England on future work.
630	Member of Public	GATEWAY - 014	Transport and Access	<p>Reading the "consultation " 16th February 2023, concerning Lytton Way this to me was totally meaningless. It is a fact of life that NOBODY in life can say "I've made a mistake " concerning Lytton Way reference our new temporary layout. So now look forward:-</p> <ol style="list-style-type: none"> 1. Where does the traffic that used to use Lytton Way transfer to? St Georges Way? 2. How are the access to new awful looking multiple car park/ Tesco's being serviced ? 3. What is the increase in congestion expected on the St Georges Way roundabouts? 4. With the new development on Gresley Way, what percentage of the increased in traffic expected to impinge on the St Georges Way roundabouts? <p>With the emphasis on the requirement to use public transport the location of the new bus station has had the opposite effect on my wife and myself - both being in our 80's and lived in Stevenage for nearly 60 years. Because of now uncovered walking for some 300 yards to the shops we now use the car MORE, not less. Just check our bus pass usage. We are not the only ones and in cold, windy weather, this is not the place to stand around. It's a wind tunnel- the old covers used to have side entrances so reducing the effects.</p> <p>I'm well aware that because of our age none of the re-development will affect us(thankfully). I'm fed up with the computer generated Stevenage layouts which mean absolutely nothing- I just can't find the pond off St Georges Way. I have found NOBODY who understands them. Please treat us with respect and display in an understandably method.</p> <p>Just how many of the these developers ACTUALLY live and work in Stevenage and see the day to day problems?</p> <p>There used to be a slogan-"Pride in Stevenage ". Sorry but the pride has vanished for ever.</p>	The AAP is currently a high level strategy document which is designed to show options and opportunities for the next 20 years. At present there are no detailed designs but the HCC/WSP modelling report analyses the different proposed options and the impact on roads in Stevenage. Comments will be noted and considered if any future development proceeds in the future.
631	TFL	GATEWAY - 015	General	Thank you for consulting Transport for London (TfL). I can confirm that we have no comments to make on the Area Action Plan	Noted and acknowledged.

632	Thames Water	GATEWAY - 016	General	<p>Drainage Requirements</p> <p>Changes to the density of development will impact on sewerage infrastructure. To ensure that any development within the AAP area is aligned with any necessary upgrades to sewerage infrastructure developers should be encouraged to engage with Thames Water ahead of the submission of any application to discuss development proposals and timescales for delivery. There may be occasions where planning conditions are needed to ensure that any relevant phase of development is not occupied until such time as infrastructure upgrades have been completed in line with the requirements of Policy SP5 of the Local Plan. To assist with aligning the development of the Station Gateway area with any necessary sewerage infrastructure upgrades it may be beneficial to add reference into the AAP to encourage developers to engage with Thames Water ahead of any planning applications being submitted.</p>	The comments on drainage have been noted and will continue to engage with Thames Water for any future development.
633	Member of Public	Gateway - 017	General	<p>I have some concerns about the effect of the AAPs on surrounding roads and traffic flow. Where is the analysis of this? It seems to me that closing Lytton way to through traffic would only serve to increase congestion on St.George's Way and reduce overall air quality. The air quality on St.Georges Way is already dangerously bad apparently.</p> <p>I would welcome an opportunity to bring my concerns in person should the opportunity arise. Please keep me informed</p>	The AAP is currently a high level strategy document which is designed to show options and opportunities for the next 20 years. At present there are no detailed designs but the HCC/WSP modelling report analyses the different proposed options and the impact on roads in Stevenage. Comments will be noted and considered if any future development proceeds in the future.
634	HCC	Gateway - 018	Transport and Access	<p>LTP4 Policy 1: Transport User Hierarchy states "to support the creation of built environments that encourage greater and safer use of sustainable transport modes, the County Council will in the design of any scheme and development of any transport strategy consider in the following order:</p> <ul style="list-style-type: none"> • Opportunities to reduce travel demand and the need to travel • Vulnerable road user needs (such as pedestrians and cyclists) • Passenger transport user needs • Powered two-wheeler (mopeds and motorbikes) user needs • Other motor vehicle user needs <p>The County Council have developed a number of Growth and Transport Plans (GTP) which sit as supporting documents to LTP4. The North Central Growth and Transport Plan (NCGTP) is a strategic spatial transport plan consisting of the northern portion of the A1(M) corridor, including Stevenage Borough.</p> <p>In terms of the Objectives and Principles of the AAP these seem sensible and are generally in line with LTP policy aspirations and the Growth and Transport Plan.</p>	Comments on transport and movement for all have been noted.

635	HCC	GATEWAY - 019	Cycle tracks/footpaths	The adopted North Central Growth and Transport Plan includes schemes listed below which are associated with the AAP; <ul style="list-style-type: none"> • PR97 Walking and cycling access to the town centre: Infrastructure changes to make it easier to access Stevenage town centre at street level across St George's Way. Changes to Lytton Way and Gunnels Wood Road will also improve walking and cycling access to the town centre • PR10: Cycle hire: A cycle hire scheme covering the whole town. A hire arrangement lowers the barriers to entry into cycling and allows people who do not currently cycle to explore new and improved cycleways. Cycle hire therefore has the potential to increase take-up of cycling and acceptance of investment in the cycleway network • SM9: Cycle hub at Stevenage Rail Station: A dedicated cycle hub as part of the regeneration of area, the new bus station and town centre. 	Cycleway comments noted.
636	HCC	GATEWAY - 020	Transport and Access	SM96 Changes to the function of Lytton Way: Support proposals within the Stevenage Local Plan for changes to the function of Lytton Way with the removal of the Lytton Way/Six Hills Way roundabout to support a new development site, improvements in the east-west corridor between the Town Centre Gardens and the Leisure Park to reduce severance and re-classification of A602/Glaxo roundabout in order to improve multimodal access between the rail station, Gunnels Wood Road employment	Comments on transport and movement for all have been noted.
637	HCC	GATEWAY - 021	Objectives and Principles	The objectives around enhanced movement and access for all modes, ensuring effective interchange with the relocated bus station is key. In terms of the principles in the North Central GTP, we suggest that the permeable east west links between the Town Centre Gardens and the Leisure Park to reduce severance and re-classification of A602/Glaxo roundabout in order to improve multimodal access between the rail station, Gunnels Wood Road employment	Comments on objectives and movement for all have been noted.
638	HCC	GATEWAY - 022	Cycle tracks/footpaths	Segregated cycle way - The new cycle path needs to have dedicated crossing facilities across the side road accesses to the MSCP and police station. In this instance, HCC would welcome continued footway crossings in the context of LTN1/20 Also, further discussion on shared use path along the western side of Lytton Way associated with any preferred option would be welcomed.	Cycleway comments noted.
639	HCC	GATEWAY - 023	Transport and Access	Vehicle drop off / pick up facilities It is essential that these are provided on both sides of the station, clearly signed, and have direct, obvious pedestrian links to the station including option for wheelchair users. Measures to be taken to discourage vehicles stopping for drop off on Danesgate, Swingate of the northern or southern sections of Lytton Way outside the scheme. Provision of clearly signed vehicle drop off / pick up facilities in these car parks will also be important to discourage inappropriate stopping / waiting behaviour on adjacent roads (e.g. Swingate, Danesgate)	Drop off / pick up points are an important feature and these comments have been noted. Any detailed plans would need to show these clearly.
640	HCC	GATEWAY - 024	Transport and Access	Retention of existing footbridge Currently there is direct access from the station to the town centre via the footbridge over Lytton Way. This is a key well used pedestrian route and it is reassuring to see the statement that "any final option would ensure that the existing footbridge is retained, until any redevelopment of the station and wider area takes place". It is essential that a safe pedestrian route to the town centre is retained throughout any redevelopment process.	Comments on transport and movement for all have been noted.
641	HCC	GATEWAY - 025	Options and Opportunities	Central Area Option 0 - Do nothing HCC would not support this as this is contrary to SBC policy and the aims of the AAP	Comments on Option 0 have been noted.

642	HCC	GATEWAY - 026	Options and Opportunities	<p><u>Central Area Option 1 - Reduce Lytton Way to single carriageway for all traffic modes -Not a preferred Option #3</u></p> <p>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. It is likely that there would be additional delays to bus services travelling along this section.</p> <p>Also, it appears that option1 may retain the current issues with vehicle entering exiting to and from Tesco. Confirmation needed to address this issue at these vehicle access/egress points to the west from the new Swingate roundabout and north of the roundabout will be for?</p>	Comment on Option 1 have been noted.
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643	HCC	GATEWAY - 027	Options and Opportunities	<p>Central Area Option 2 - Bus and Taxi access only to Lytton Way - Preferred Option #1</p> <p>Option 2, is HCC's preferred option as it 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. 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.</p> <p>Further explanation needs to be provided on how other vehicles will be prevented/enforcement will take place for other vehicles that operate in the vicinity. It should be noted that HCC are currently seeking powers for camera enforcement of moving traffic offences, however currently legislation only allows this if there is an evidenced problem with enforcement of vehicle restrictions.</p> <p>In the information provided there is a failure to demonstrate direct pedestrian connectivity between Train Station, MSCP and Southern car park.</p> <p>Provision of clearly signed vehicle drop off / pick up facilities in these car parks will also be important to discourage inappropriate stopping / waiting behaviour on adjacent roads (eg Swingate, Danesgate)</p> <p>Confirmation is sought on the two-vehicle access/egress points to the west from the new Swingate roundabout and north of the roundabout.</p> <p>Option 2 will necessitate changes to the recently installed bus priority measures. For example, by enabling buses to turn right from Lytton Way south into the bus station, the need for the bus gate further north to facilitate u turning buses will largely disappear. Egress from Swingate should also be easier with the removal of through traffic. Consideration will therefore need to be given to the further adaption of the layout of Lytton Way to the north and south and this will need to be communicated carefully.</p> <p>Removal of through traffic will lead to the diversion of traffic to other routes around the town centre. Paramics modelling has been carried out in the context of AAP and indicates that traffic using Lytton Way will divert to Gunnels Wood Road, St. Georges Way and Six's Hill Way creating additional pressure on a number of nearby junctions such as</p> <ul style="list-style-type: none"> ; Fairlands Way/ Gunnels Wood Road ; Fairlands Way/ Lytton Way ; Fairlands Way/ St Georges Way ; Six Hills Way/ Gunnels Wood Road ; Six Hills Way/ Lytton Way ; Six Hills Way/ Monkswood Way/ St Georges Way. <p>The modelling work identified potential lower cost mitigation measures to reduce delay at these junctions caused by the additional traffic volumes as follows: Removal of the bypass lane from Danestrete to Six Hills Way</p> <ul style="list-style-type: none"> ; Additional Right Turn Lane from Fairlands Way to St Georges Way ; Amendments to eastbound carriageway on Fairlands Way at St Georges Way roundabout ; Signalisation of NB Gunnels Wood Road approach to Fairlands Way roundabout ; Minor tweaks to lane destinations at Six Hills Way/ St Georges Way roundabout <p>The model also shows that there is a risk of queueing southbound into the Fairlands Way/ Lytton Way junction which extends back up the A602 towards the Old Town.</p> <p>It should be noted that these impacts have already allowed for a mode shift away from the car in line with Stevenage's Sustainable Travel Town ambitions</p> <p>The HCC expects that the identified mitigation measures should address the possible traffic impacts at junction of Fairlands Way/Gunnel's wood Road in the west, at the junction of Fairlands Way and St. George Way in the east, at the junction of St. George Ways/ Six Hills Way and at the junction of Gunnels Wood Road/ Six Hills Way and that</p>	Option 2 noted as preferred. However, the comments regarding further details and mitigation measures have been noted.
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				there needs to be inclusion of a wider package of measures to enable the development of this AAP option.	
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644	HCC	GATEWAY - 028	Options and Opportunities	<p>Central Area Option 3 - Pedestrianised Plaza in place of Lytton Way Preferred option #2</p> <p>Option 3: As previously commented, the HCC would have preference option 2 over option 3 to avoid bus routes diversions and longer time to access by buses from the north.</p> <p>As with Option 2 removal of traffic from Lytton Way will lead to the diversion of traffic to other routes around the town centre and would need to be accompanied by a wider package of mitigation measures to address the possible traffic impacts at junction of Fairlands Way/Gunnels Wood Road in the west, at the junction of Fairlands Way and St. George Way in the east, at the junction of St. George Ways/ Six Hills Way and at the junction of Gunnels Wood Road/ Six Hills Way. Also, it fails to outline how to manage rail replacement bus service. Issues that would need to be considered in addition to those already flagged up in relation to Option 2 are as follows: Provision for rail replacement buses at the station needs to be allowed for. Additional bus priority measures are likely to be required on St Georges Way and Six Hills Way to support buses travelling from the north.</p> <p>Provision for safe and inclusive dropped off and pick up from Train Station</p>	Comments on options and movement for all have been noted.
645	HCC	GATEWAY - 029	Transport and Access	<p>Bus service</p> <p>The retention of Stop N is important for bus services traveling north, including to the Lister Hospital. As well as operational convenience, the stop is easier to access than the bus station for passengers arriving by train and wishing to continue northwards by bus.</p>	Comments on transport and movement for all have been noted.
646	HCC	GATEWAY - 030	Cycle tracks/footpaths	<p>Cycle Path Options</p> <p>Cycle Path Potential layout 1 Preferred option #1 Cycle Path Potential layout 2 Preferred option #2</p> <p>Removing the existing cycleway would be a retrograde step. HCC expects 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.</p> <p>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 MSCP and police station. In this instance, HCC would welcome continued footway crossings in the context of LTN1/20</p> <p>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 (East-West cycle and footway connections). Level differences at Six Hills Way are an issue that need to be overcome.</p> <p>The existing cycle track (west side of Lytton Way) should be retained unless the land is required for redevelopment of the station or other sites. This will ensure that cycle routes remain as convenient as possible.</p> <p>In the view of HCC, removal of the existing cycle path should only be done if required for redevelopment of the station and other sites.</p>	Cycleway comments noted.
647	HCC	GATEWAY - 031	Transport and Access	<p>Train Station</p> <p>It would aid access between the bus station and the railway station if a south facing set of steps was installed to the footbridge on the Leisure Centre side of Lytton Way, although it is noted that the new bus stop may create difficulties in achieving this.</p> <p>It is not clear if any thought has been given to where rail replacement buses will stop to access the station. The retention of Stop N would aid the operation of these buses.</p>	Option 3 is not preferred by HCC and this will be reflected in the report.

648	HCC	GATEWAY - 032	Land Redevelopment	<p>Proposed Developments in the North and South</p> <p>Building on the existing car park sites would be detrimental to the visibility to and from the railway station. The buildings will hide the railway station from the town centre side (thus not encouraging people to use the train) and will also reduce the views of passengers waiting on the platforms (thus reducing the customer experience). This would require a comprehensive wayfinding arrangement.</p>	Landway comments noted.
649	HCC	GATEWAY - 033	General	<p>Other Comments</p> <p>Hertfordshire County Council Highways would welcome the opportunity to work together to develop a plan that contributes to the overall vision for Hertfordshire.</p>	Comments on movement for all have been noted.
650	Hertfordshire Police	GATEWAY - 034	Access for Emergency vehicles	<p>In the absence of more detailed information, options 1, 2 and 3 appear to have a potentially detrimental effect in terms of vehicular access / egress at Stevenage Police Station. If vehicular access via Lytton Way is not available, officers responding to an incident north of the Police Station will be forced to travel approximately twice the distance via St Georges Way or Gunnels Wood Road which risks increased response times.</p> <p>Please can consideration be given to "standard" and "emergency" vehicular access and egress at Stevenage Police Station?</p>	Comments on access for emergency movement for all have been noted.
651	GTR	GATEWAY - 035	General	<p>We are the train operating company that administer Great Northern Services through Stevenage station. We would like to write a letter in support of the Council's station gateway plans to improve the area around the station to make it more welcoming to rail users and visitors to Stevenage.</p> <p>The station will celebrate its 50th year this year and it, and the surrounding area are in need of modernisation and refurbishment to make it fit for the 21st Century.</p> <p>We particularly support the council's key objectives for the plan:</p> <ul style="list-style-type: none"> • A new gateway and arrival experience • Enhanced movement and access for all modes of transport • Green infrastructure integrated throughout • Mixed use development to unlock opportunity • Create a low carbon urban village • Sustainability in mobility, built form and landscaping • Celebrating the heritage of Stevenage • Making the most of digital connectivity, high speed broadband <p>We are committed to supporting the Council in achieving its objectives and improving the station and its surrounding area for Stevenage residents and visitors</p>	Comments on movement for all have been noted.

652	LEP	GATEWAY - 036	Objectives p46	While we fully support the objectives as set out we consider that more could be made of the station as a destination in its own right, as well as the point of arrival and departure. For instance the new Reading Station, which has parallels with Stevenage in terms of location, opportunity and impact, has become a destination in its own right. Destination could be an additional objective (our preference) or be incorporated into one of the existing objectives.	Objectivesway comments noted.
	LEP	GATEWAY - 037	Options and Opportunities	<p>We note the four main options for Central Area, focusing on mobility:</p> <ol style="list-style-type: none"> 0. Do Nothing 1. All Traffic Modes 2. Buses & Taxis only 3. Pedestrian only <p>We support entirely the view that option 0. i.e. Do Nothing is included for completeness but for all the reasons set out in the Options Report, plus other reports, this is not a viable or desirable option.</p> <p>Of the remaining three options we are least comfortable with option 1. All Traffic Modes. Even with traffic calming and other measures to downgrade and control cars and other vehicles, we consider that there will still be a considerable risk that the area will remain car-dominated which will undermine the objectives underpinning the AAP. For these reasons we agree that the focus should be on options 2. and 3.</p> <p>We note that option 2. is SBC's preferred option. Ideally we would like to see option 3. adopted i.e. a pedestrian-only plaza that optimises the pedestrian experience and the east-west linkages between the station and the town centre. We do recognise that this option creates practical problems in relation to bus and taxi movements in the vicinity. As a result, and on balance, we support option2. i.e. bus/taxi only with one lane each way. This should have only limited impact on bus and taxi routes/journeys, although there will be disruption to car users without a through route along Lytton Way. This will need to be managed carefully. We take the point that blending buses, taxis, pedestrians and cyclists has the potential for conflict so it will be vital to design in pedestrian priority with other modes subservient. This is an issue for many areas around stations – through use of paving materials etc. – so we are confident that potential conflict can be managed very capably.</p>	Comments on options and movment for all have been noted.
	LEP	GATEWAY - 038	HCC/WSP Highways Impact Assessment	We are not surprised that the HCC/WSP Assessment of the three options finds that option 1 will have the least disruption on traffic flows in the town centre and around Stevenage. Our view is that traffic disruption is not a strong enough reason to not implement option 2 or option 3. Any regeneration on this scale and with this level of ambition will cause disruption. The disruption to car users needs to be measured against the very considerable benefits that the scheme will bring to pedestrians (especially), bus and taxi users.	Comments on hcc wsp highways impact movment for all have been noted.
	LEP	GATEWAY - 039	Cycle Path Options	<p>In terms of the current cycle route, we agree that this is rather forgotten and uninviting to cyclists. Of the two alternatives, i.e. Layout 1 and Layout 2, we favour, again on balance, Layout 2 i.e. a single cycle route relocated next to the downgraded Lytton Way and going through the plaza outside the station. Provided that speeds are managed properly, this makes the cycle route part of the new and improved gateway area rather than being pushed to one side.</p> <p>Although we understand the appeal of Layout 1 i.e. retaining the existing cycling route and allowing cyclists to follow the route under Layout 2, this does not overcome the problems with the current cycling route of being tucked away behind the station. That said if the existing cycling route is suitably upgraded, as part of a more strategic cycling network, then we would probably favour Layout 1.</p>	Comments on cycle path movment for all have been noted.

	LEP	GATEWAY - 040	Phasing and Temporary Uses	<p>We agree that the phasing and management of delivery of any of the proposed options will be critical, both in terms of the technical requirements of maintaining access to a busy station, maintaining bus services and managing expectations. This is also a very prominent location and a high-profile scheme, which will likely add to the pressure. The four-phase approach set out on p.69 appears to be logical and has sufficient flexibility to enable external projects, notably a new station building and redevelopment of adjoining sites such as the Leisure Box, to be delivered at a future date. This also enables future-proofing the area, referenced in the following chapter of the Options Report, while delivering change.</p> <p>We also strongly support 'meanwhile uses' while the scheme is being implemented.</p>	Comments on phasing and temporary movement for all have been noted.
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Appendix 3 - 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>Ridgemoor 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>Savills</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>

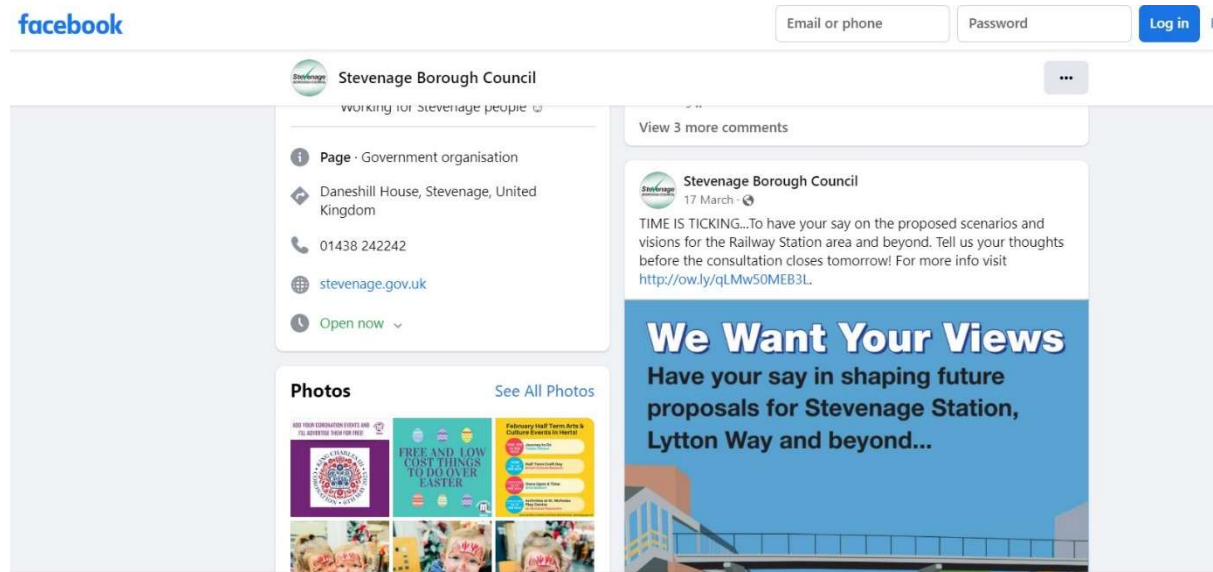
<i>St Margaret Clitherow RC Primary School</i>	<i>The Campaign for Real Ale</i>
<i>St Nicholas Community Centre</i>	<i>The Coal Authority</i>
<i>St Nicholas School</i>	<i>The Greens & Great Wymondley Residents Association</i>
<i>St Vincent De Paul RC Primary School</i>	<i>The Guinness Trust</i>
<i>St. 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 Gorbng 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>Terence O'Rourke Ltd</i>	<i>Welwyn Hatfield Council</i>
<i>Thames Water</i>	<i>West Stevenage Consortium</i>
<i>Wheatley Homes Ltd</i>	<i>Weston Parish Council</i>
<i>Willmott Dixon Housing</i>	<i>Wheatley Homes</i>
<i>Wm Morrisons Supermarket Plc</i>	<i>Woolmer Green Parish Council</i>
<i>Women's Link</i>	<i>WPNPF</i>
<i>Woodland Trust</i>	<i>Wymondley Parish Council</i>

<i>Woolenwich Infant And Nursery School</i>	<i>Wyvale Garden Centres Ltd</i>
	<i>Young Pride in Herts</i>
	<i>Youth Council</i>

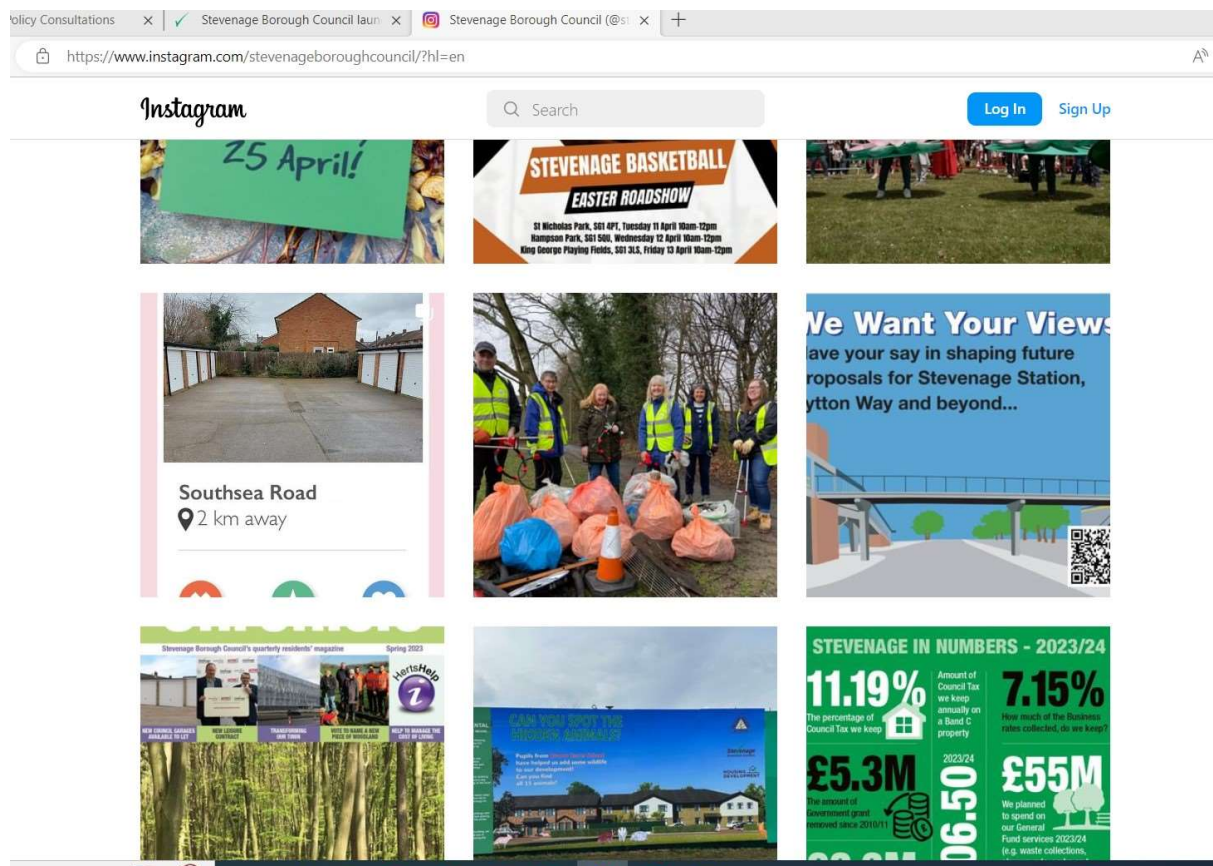
Approximately 950 individuals on the Council consultation register were also consulted.

Appendix 4 – Consultation Publicity

Facebook



Instagram



Twitter

https://twitter.com/StevenageBC?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor

12.4K Tweets

Stevenage Council @StevenageBC · 17 Mar

TIME IS TICKING...To have your say on the proposed scenarios and visions for the Railway Station area and beyond. Tell us your thoughts before the consultation closes tomorrow! For more info visit ow.ly/qLMw50MEB3L.

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

348

Stevenage Council @StevenageBC · 17 Mar

Things that you can do with a car...

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- Trending in United Kingdom ferguson marine
- Trending in United Kingdom Messi 141K Tweets
- Trending in United Kingdom Girls Aloud
- Trending in United Kingdom Celtic End 4,214 Tweets

The Axis

BRIEFING

Why an experienced broker can beat an online comparison site

The obvious solution is not always the best one in the long term, says Peter Smits of Ashbourne Insurance

Many people, whether they are searching for business or personal insurance, will often question the role and value of involving a broker when it comes to choosing their insurance solution - after all if we can 'self-serve' online, surely that will guarantee a cheaper insurance premium.

But does it? I would argue, and of course you would expect me to, that using a broker - one that fully understands your needs and risk - would not only provide you with a more comprehensive solution, but one that could save you money in the longer term and provide you with complete peace of mind. Let me tell you why.

In the current economic climate, we all want to ensure that we are getting the best value for money and while it could be perceived that the cheaper insurance option is to buy online via one of the aggregators, what about the consequences of buying 'budget' cover when it comes to making a claim?

Times are hard enough, but imagine not being able to replace that insured personal possession, not having the use of your motor vehicle, or having the use of some valuable business equipment?

At times like these that 'cheap' premium will seem not only to compound your misery but also your costs.

When you purchase any form of cover online, you become your own broker. It is closed as a 'non-advised' sale and you have no right of recourse: you made the selection, and the choice of cover was down to you.

In comparison, if you purchase cover from a regulated insurance broker and engage them for advice, then not only will you have that extra layer of comfort, but if it all does go wrong then you have the right to claim back any losses incurred for incorrect advice.

In fact, most insurers save their best rates for independent regional insurance brokers as well. They recognise that we will conduct a full and thorough analysis before making a recommendation, then ensuring that a risk to them and avoiding potential fraudulent policy set-ups, something which is much more common via the online platforms.

Ultimately the choice of how you buy your insurance solution is down to you and given that more of us over think we're going to make a claim, then perhaps cheapest is best.

However, do remember that we can't control all the variables: the other advice, the opportunity that or even a genuine accident.

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BRIEFING

Have your say on the new look of Stevenage Station Gateway

Stevenage Borough Council wants to hear your views on an Area Action Plan for future change

The CGI shows one proposal for how the area could look.

It's a great time to live in Stevenage at present, with plenty of excitement happening to fund major redevelopment within our town.

Your views will help to shape the renewal and regeneration of Stevenage for future generations. As part of this consultation, Stevenage Borough Council would love to hear your comments on the proposals for the Station Gateway Area Action Plan, which has been identified as a key site for new development within the borough.

The previous round of consultation closed in November 2021 and as a result, we've listened and drawn up new proposals based on this feedback.

We've reached a stage where we're ready to hear your thoughts on these new proposals for the Station Gateway Area Action Plan.

It's worth bearing in mind that the AAP contains key concepts at this stage and does not suggest specific proposals for the railway station or Lytton Way.

Give us your views

It includes proposed scenarios and visions as to how the railway station area and beyond could look and this is where we need you to tell us your thoughts - whether you commute into or out of the town for work, come and visit relatives or you live here, everyone's opinion counts and we want to hear from people of all ages too.

This consultation closes on 18th March 2023 and is an opportunity for everyone to have a say in shaping these proposals and the future look of a major gateway into our town.

It will provide a great opportunity for the public and key stakeholders to engage and shape this area, acting as a catalyst for developers interested in supporting this key part of the Stevenage Borough Local Plan.

Submit your views today, by visiting www.ashbourneplanningpolicy.com/consultation or email your thoughts to the Planning Policy Team at planning.policy@stevenage.gov.uk

HOW TO TAKE PART


The consultation runs from 30th January to 18th March 2023.

Tell us your views today: www.ashbourneplanningpolicy.com/consultation

We Want Your Views

Appendix 5 – Consultation Questions

Stevenage Station Gateway Preferred Option Area Action Plan Questions 30 January to 18 March 2023	
Quick Feedback- Aim of questions: To understand how respondents use the area and provide quick feedback.	
1	Name/Company (optional)
2	Where do you live? (postcode)
3	<p>What age bracket are you in?</p> <p><input checked="" type="radio"/> Under 18 years</p> <p><input type="radio"/> 18 - 24 years</p> <p><input type="radio"/> 25 - 34 years</p> <p><input type="radio"/> 35 - 44 years</p> <p><input type="radio"/> 45 - 54 years</p> <p><input type="radio"/> 55 - 64 years</p> <p><input type="radio"/> 65 - 74 years</p> <p><input type="radio"/> 75 years +</p>
4	<p>Which of the following best describes you?</p> <p><input type="radio"/> I am a local resident</p> <p><input type="radio"/> I work in the area</p> <p><input type="radio"/> I study in the area</p> <p><input type="radio"/> I commute through the area</p> <p><input type="radio"/> I am a local business owner</p> <p><input type="radio"/> I regularly commute through the area</p>
5	<p>Why do you use the railway station?</p> <p><input checked="" type="radio"/> Commuting – in and out of Stevenage</p> <p><input type="radio"/> Business – meetings, seminars etc in Stevenage</p> <p><input type="radio"/> Pleasure / Cultural (visiting Stevenage)</p> <p><input type="radio"/> Pleasure / Cultural (visits to London and Northwards)</p>
6	<p>How do you travel to the station? (more than one if applicable)</p> <p><input checked="" type="checkbox"/> Car</p> <p><input type="checkbox"/> Train</p> <p><input type="checkbox"/> Bus</p> <p><input type="checkbox"/> Taxi</p> <p><input type="checkbox"/> Walk</p> <p><input type="checkbox"/> Wheelchair</p> <p><input type="checkbox"/> Mobility Vehicle</p> <p><input type="checkbox"/> Pedal Cycle</p>

	<input type="checkbox"/> Electric Cycle <input type="checkbox"/> Scooter <input type="checkbox"/> Electric Scooter <input type="checkbox"/> Motorcycle Other (Please state)
Current Views - Aim of questions: To understand views of the area and what should be included within an arrival experience. This included people's expectations of a new station and potential land uses.	
7	What do you think a positive arrival experience at Stevenage Station should include? <ul style="list-style-type: none"> ○ Select one or more options ○ Clear signage ○ Feeling safe ○ Good easy access ○ Visually attractive ○ Greenery/trees ○ Seating ○ Toilets ○ Cycle hub ○ Design of buildings ○ Clean spaces ○ Options for shops ○ Options to eat and drink ○ Onward travel ○ Landmark ○ Other (please specify)
8	Any other comments on the Station and surrounding area?
9	We are interested in learning from other places where investment has been secured; Which of these stations do you prefer? <div style="text-align: center;">  <p>Oxford</p> </div>



Reading



Cambridge



Kings Cross

10 What do you like about these Stations?

Select one or more options

- Clean air
- Transport connections
- Variety of shops
- Onward travel
- Green space/open space
- Cycle provision
- Accessibility
- Wayfinding
- Safety
- Lighting
- Landmark arrival
- Landscaping
- Public Realm
- Add something else

	Any other comments?
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Emerging Framework - Aim of questions: To enable respondents to have their say on the objectives of the Area Action Plan.

11 Can you rate the following Area Action Principles in order of how important they are for the station and surrounding area? (1 = Most Important 8 = Least Important)

A new arrival experience

Enhanced movement and access for different type of travel e.g. cycling, walking, bus, etc.

Enhance public space with biodiversity, habitats, urban drainage and improving air quality

New mixed-use development to unlock the economic opportunity (e.g. a mix of uses such as housing, offices, homes, shops)

Low carbon developments to tackle Climate Change

Future proof the design for new technologies

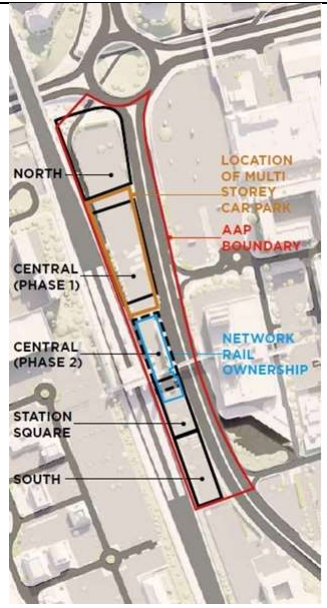
Celebrating the heritage of the town

Making the most of digital connectivity and high-speed broadband

12 Regarding development north and south of the railway station, what would you like to see developed here?

Select one or more options below:

- Housing
- Offices / Flexible Working Spaces
- Employment / Industrial
- Retail
- Hotel
- Leisure / Sports Facilities
- Cultural Facilities (e.g. theatre, heritage related)
- Transport Hub
- Public Realm / Open Space / Green Space
- Temporary Uses
- Retain car parks



Options and Opportunities – Aim of questions: To understand views of the preferred options of the Area Action Plan

13 Preferred Option 2 for Lytton Way seeks to reduce the central area of Lytton Way between Swinggate and Danesgate to a single carriageway and restricts movement to buses and taxis only.



Do you support this option?
 Rating 1 (No) – 5 (Yes)

14 What do you like about Option 2?

15 What don't you like about Option 2?

16 Preferred Option 3 for Lytton Way seeks to remove regular vehicle movement from the front of the station and Lytton Way ceases to be a through-route.



Do you support this option?
Rating 1 – 5

17 What do you like about Option 3?

18 What don't you like about Option 3?

19 The Cycle Path Preferred Layout seeks to retain the existing bicycle path and creates a new segregated path within the revised Lytton Way street profile.



a) Do you support this option?
Rating 1 – 5

b) Any other comments on this option?

20 Do you have any other comments?

Map - Aim of question: To enable respondents to pinpoint positive or negative comments spatially

21 Place a pin on the map and tell us what is good or bad?

Home Map of the station and surrounding area [completed]

177 responses



Stevenage Youth Survey – Aim of question: To enable a younger audience to engage with planning

22 How long have you lived in Stevenage? Select one option

- All my life
- Since nursery
- Since primary
- Since Secondary
- Since sixth form/college
- I am just visiting Stevenage

23 How do you feel about living in Stevenage?

- Love it
- Its ok
- Neutral
- Meh
- Dislike

24 Tell us Why?

25 Why do you use the train station?

- To go to places with my friends
- Onward travel to airports / holidays
- On the way to / from school
- To go places with my family

26	<p>What do you think would make Stevenage station better?</p> <ul style="list-style-type: none"> ○ Clear signage ○ Feeling safe ○ Good easy access ○ Visually attractive ○ Greenery/trees ○ Seating ○ Toilets ○ Cycle hub ○ Design of buildings ○ Clean spaces ○ Options for shops ○ Options to eat and drink ○ Onward travel ○ Add something else
27	<p>Regarding development north and south of the railway station, what would you like to see?</p> <p>Housing Retail Offices / flexible working spaces Hotel Sports / leisure facilities Cultural facilities / theatre Transport hub Retain car parks Green open spaces</p>
28	<p>Any other comments on the Station and surrounding area?</p>

