

# **Hertfordshire County Council**

## **Safer Routes to School: Oaklands and Woolmer Green**

### **Consultation Report**

**February 2025**

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# 1 Introduction

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## 1.1. Purpose of this document

- 1.1.1. This report documents the approach taken to formal consultation held on Hertfordshire County Council's Safer Routes to School proposals in Oaklands and Woolmer Green. The consultation took place between 9 September – 7 October 2024.
- 1.1.2. As well as presenting the feedback received during the consultation period, the report also sets out the Council's responses to the key themes that have emerged.

## 1.2. Background and previous engagement

- 1.2.1. The Council's Safer Routes to School projects in Oaklands and Woolmer Green aim to help people make local journeys in these areas safer and easier.
- 1.2.2. Sections of the local community had been keen to see a lower speed limit along the B197 Great North Road that connects Oaklands and Woolmer Green for some time, particularly near the schools that are adjacent to the road. Additionally, there has been community interest in reducing speed limits along a small section of Mardley Hill in Oaklands and London Road in Woolmer Green. In February 2023, the Council initiated an early engagement process in Oaklands and Woolmer Green to gather community feedback on the early designs.
- 1.2.3. The proposals primarily focused on the introduction of dedicated cycle lanes, improved crossing points and the implementation of reduced speed limits throughout the area.
- 1.2.4. During the early engagement period, the community responded strongly, with a significant majority expressing support for safer crossing points and reduced speed limits (88% and 82% respectively).
- 1.2.5. A summary of the findings from the early engagement can be found on the [Council's website](#).

## 1.3. About the proposals

- 1.3.1. In addition to making walking, wheeling and cycling safer and more convenient, the proposals aim to reduce the reliance on private cars, particularly for shorter journeys. This would not only help reduce road congestion and improve air quality but also promote health and well-being benefits for everyone in the communities.

### 1.3.2. The Oaklands proposals include:

- Installation of village gateways on the Great North Road on the boundaries of Oaklands to make it clear to drivers that they are entering a residential area.
- A new 30mph speed limit along the Great North Road in Oaklands with traffic calming measures including speed cushions, central hatching and traffic islands.
- Widened footways near Oaklands School and throughout the project area to provide safer and more accessible routes for students and pedestrians.
- A new signalised crossing across the Great North Road outside Oaklands Primary School, accompanied by new footways leading to Turpins Ride.
- Continuous crossings on Canonsfield Road and outside the shops giving priority to pedestrians.
- Creating a more accessible and welcoming environment in Oaklands by resurfacing and maintaining footways, enhancing the crossings by the shops, and removing restrictive guardrails.
- Upgrading the existing informal crossing outside the North Star pub with a designated refuge area.

1.3.3. Due to significant flooding issues experienced in recent years on the B197 Corridor near the Turpins Ride junction, Hertfordshire County Council carried out drainage improvement works in April 2024. These works included excavation along the ditch opposite the school to increase storage capacity.

1.3.4. Additionally, while improving drainage was not explicitly in scope, it remains an important consideration to address if possible. Measures such as table crossings will be carefully designed to avoid exacerbating existing drainage issues.

### 1.3.5. The Woolmer Green proposals include:

- Installation of village gateways on the Great North Road on the boundaries of Woolmer Green to make it clear to drivers that they are entering a residential area.
- A new 30mph speed limit along the Great North Road corridor in Woolmer Green.
- Raising the junction with London Road and Mardleybury Road and incorporating three new signalised crossings directly outside St Michael's Primary School.
- Widening footways around the Mardleybury Road junction and outside St Michael's Primary School.

- Converting the existing zebra crossing across London Road (near the junction with Wolvesmere) to a raised and signalised crossing.
- Raising existing uncontrolled crossings on London Road or installing new refuge islands.

## 2 Consultation approach

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### 2.1. Consultation period

- 2.1.1. The consultation ran from 9 September to 7 October 2024.
- 2.1.2. The primary purpose of the consultation was to seek the opinions of the local communities, key stakeholders, and all other interested parties on the proposed scheme, and inform decision making on how the proposals would be taken forward.

### 2.2. Consultation objectives

- 2.2.1. Hertfordshire County Council identified specific objectives that directed the consultation approach:
  - Generating interest in the proposals by giving people the opportunity to influence the final design.
  - Ensuring prospective respondents receive sufficient information about the proposals to make informed comments.
  - Raising awareness of the benefits of more sustainable transport modes.

### 2.3. Promotional and consultation materials

- 2.3.1. A range of materials was produced for the consultation to help respondents understand the proposals and submit informed comments. These were subsequently promoted via several communications channels to raise awareness and encourage participation.
- 2.3.2. These materials are described below.

#### **Website**

- 2.3.3. Information about the consultation was published on the Council's [consultation page](#). The URL was included in all public-facing materials released during the consultation period. This page provided:
  - A link to the StoryMap, where more specific details about the proposals could be found
  - The consultation dates
  - A link to the online survey
  - Background information on the proposals and their main objectives



- Information on a separate 20mph zone consultation in a similar area, which ran through November 2024

- 2.3.4. A screenshot of the consultation page is shown in Appendix 1 – Consultation page.
- 2.3.5. Separate from the Council’s consultation page, the [Active Travel Fund page](#) provided an in-depth overview of active travel projects across the county. This page included a specific section for Oaklands and Woolmer Green under "Proposed Projects," with a summary of the proposals and a link to the StoryMap page for additional details.
- 2.3.6. A screenshot of the Active Travel Fund page is shown in Appendix 2 – Active Travel Fund page.
- 2.3.7. Additionally, the StoryMap, which includes detailed information on the proposals, public-facing maps, technical drawings, and a link to the online survey, was accessible throughout the consultation period via both the consultations and active travel pages.
- 2.3.8. A screenshot of the StoryMap is shown in Appendix 3 – StoryMap.

### **Public-facing mapping**

- 2.3.9. Public-facing maps were produced to help respondents understand the proposals in more detail. These were simplified versions of the general arrangement technical drawings, which pared back the technical details to ensure that the local community understood the proposed improvements.
- 2.3.10. The maps were hosted on the StoryMap as a PDF available for download and hard copies were available at the events.
- 2.3.11. The public-facing maps are available in Appendix 4 - Public-facing maps.

### **Computer Generated Image (CGI)**

- 2.3.12. A CGI was created to support the consultation materials and was distributed across multiple platforms, including social media, the StoryMap, consultation banners and the outdoor banner.
- 2.3.13. The image showed the Mardleybury Road and London Road viewpoint, looking south toward St Michael's Woolmer Green Church of England Primary School, and served as a visual aid to highlight the transformative elements of the proposals.
- 2.3.14. The image was also accompanied on the StoryMap by technical drawings and a narrative to provide context for the respondents.

2.3.15. A copy of the CGI can be found in Appendix 5 - CGI.

## **2.4. Engagement with stakeholders**

### **Stakeholder email**

- 2.4.1. An email was issued on 9 September to the constituency MP, local elected members, statutory stakeholder and more than 100 local representative groups and other organisations. The email informed them of the start of the consultation and described the proposals in Oaklands and Woolmer Green. The email included the URL to the consultation website and encouraged recipients to share the details with their networks and participate in the consultation themselves.
- 2.4.2. A copy of the email can be found in Appendix 6 – Stakeholder email.
- 2.4.3. A reminder email was sent six days before the close of consultation (1 October).
- 2.4.4. The emails were issued via the project mailbox ([ATFConsultation@hertfordshire.gov.uk](mailto:ATFConsultation@hertfordshire.gov.uk)).

### **School email**

- 2.4.5. Two primary schools in Oaklands and Woolmer Green, Oaklands Primary School and St Michael's Primary School, were contacted directly by email with information about the consultation.
- 2.4.6. The email, which included the consultation dates, details of the proposals and a link to the website, requested that the schools inform parents, students and staff via their internal communication channels. Both schools confirmed that the email was sent out to all parents.
- 2.4.7. A copy of the email can be found in Appendix 7 – School email.
- 2.4.8. A reminder email was also sent one week before the consultation closed (1 October).
- 2.4.9. The emails were issued via the project mailbox ([ATFConsultation@hertfordshire.gov.uk](mailto:ATFConsultation@hertfordshire.gov.uk)).

## **2.5. Promotional channels**

- 2.5.1. Various channels were used during the consultation to provide details to the public on the designs, as well as to raise awareness and encourage participation, as detailed below:

**Letters**

- 2.5.2. A letter was sent to 1886 properties in Oaklands and Woolmer Green to promote the consultation.
- 2.5.3. In addition to raising awareness of the consultation, the letter provided the consultation timeline and information on how the recipient could access further details.
- 2.5.4. Copies of the letter and the distribution area to which it was sent can be found in Appendix 8 – Letter to residents/businesses and Appendix 9 – Letter distribution area.

**Social media**

- 2.5.5. The Council's social media channels, including Facebook and X, were used to promote the consultation, provide details about the proposals and inform the public on how to share their feedback. The Facebook posts were reposted by local groups including We Are Hatfield, a public group for residents of Hatfield and the local area.
- 2.5.6. Examples of the posts can be found in Appendix 10 - Social media posts.
- 2.5.7. A blog was also published on the Council's website on 9 September, to further promote the consultation. The post included timescales of the consultation, information on the proposals and a link to the consultation page.
- 2.5.8. The blog post can be found in Appendix 11 – Blog post.

**Outdoor banner**

- 2.5.9. A promotional banner was installed at the existing crossing on Great North Road in Oaklands, directly outside the shops.
- 2.5.10. The banner included a QR code (type of barcode) used for digital devices and a URL enabling direct access to the consultation webpage.
- 2.5.11. A copy of the banner design can be found in Appendix 12 – Outdoor banner

**Press release**

- 2.5.12. A press release was produced and shared with local media channels on 9 September. Following the press release, several newspapers and media outlets published information about the consultation, including Welwyn Hatfield Times and the Comet.
- 2.5.13. Examples of local media articles can be found in Appendix 13 – Press articles.

## **Poster**

- 2.5.14. A poster was produced to promote the consultation and included details of the public drop-in event, the website URL and a QR code for members of the public to find out more information.
- 2.5.15. A total of 50 posters were delivered to local businesses or displayed along the route on the first day of the consultation period (9 September) with the request to display them where members of the community would be able to see them.
- 2.5.16. Online versions of the poster were also sent to key stakeholders in the initial email on 9 September.
- 2.5.17. A copy of the poster can be found in Appendix 14 - Poster.

## **2.6. Responding to the consultation**

### **Online survey**

- 2.6.1. The online survey was the main mechanism through which respondents could submit their feedback to the consultation. It was hosted on SmartSurvey, a web-based survey tool, and accessible via the Council's consultation webpage and StoryMap.
- 2.6.2. The survey was structured to give participants the opportunity to indicate their overall views about the proposals, as well as their extent of support for each aspect (crossing points, reduced speeds and improved footways). Two free-text questions also provided space for participants to share any further comments or details.
- 2.6.3. A copy of the survey can be found in Appendix 15 – Survey.
- 2.6.4. Printed copies of the survey were available on request and at the public drop-in events. Also available on request were any alternative formats required, for instance in a different language, large-print or braille. However, no requests were received.

## **2.7. Events**

### **Public drop-in events**

- 2.7.1. Two public drop-in events were held:
  - Wednesday 18 September, from 5pm to 7pm, at Oaklands Primary School
  - Friday 20 September, from 3pm to 7pm, at Woolmer Green Village Hall

- 2.7.2. Representatives from the project team attended the events, offering visitors an opportunity to find out more about the proposals and ask any questions that they might have had.
- 2.7.3. The events were promoted via the website, postcards, outdoor banner, emails, posters and on social media (Facebook and X).
- 2.7.4. In total, 65 members of the public attended the event at Oaklands Primary School and 85 attended the event at Woolmer Green Village Hall.
- 2.7.5. Images from the events can be seen below in Figure 1.

**Figure 1: Public drop-in event images**



### **School workshop**

- 2.7.6. As part of the consultation process, we hosted interactive workshops and engagement activities at St Michael's Primary School and Oaklands Primary School. These workshops aimed to promote active travel and increase awareness of the proposed improvements in Oaklands and Woolmer Green.
- 2.7.7. The specific objectives of the sessions were to:
- Help students understand the concept of design and its role in turning ideas into real-world solutions.
  - Encourage students to create their own designs for sections of road in Oaklands and Woolmer Green, focusing on areas such as outside the schools or near the local shops.
  - Provide students with the opportunity to share their views on the current environment outside the school and suggest improvements.
  - Raise awareness about the proposed safety improvements and enhancements for local journeys, enabling them to have informed conversations with their parents
- 2.7.8. The workshops included the following activities:
- School assemblies: these assemblies introduced the importance of safe and healthy travel to school and highlighted ways in which the school community can help improve the surrounding environment.
  - Science Technology Engineering and Mathematics (STEM)-based workshops: primarily aimed at Key Stage 2 students, these sessions focused on how designs are turned into reality. Students were encouraged to review the proposals and create their own designs for improving the area.
- 2.7.9. An after-school drop-in session was also held after the event at Oaklands Primary School. This informal session allowed parents to view the proposals, ask questions, and provide feedback on the consultation.
- 2.7.10. More information on the information gathered at the school workshops can be found in Section 4.1.

## **2.8. Response analysis and methodology**

- 2.8.1. Online responses were processed directly through the SmartSurvey portal, before the data was downloaded into a spreadsheet, with the results of this analysis presented in the series of charts and tables which follow in subsequent sections.
- 2.8.2. The survey contained both closed questions, where respondents could select one or more choices from the options provided, and two open questions inviting free-text responses. The latter required further analysis, which is summarised in Section 3.
- 2.8.3. Other written responses submitted via email have been summarised in Section 3.5 of this report.

## **2.9. Coding free-text responses**

- 2.9.1. The consultation survey contained two open questions which provided valuable insight into respondents' opinions.
- 2.9.2. Free-text responses require further analysis through a process called 'coding' to identify common high-level themes and enable the categorisation of comments in codes. The codes can then be analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.9.3. The code frame is a list of the codes which represent the broad range of comments raised by respondents. This is created by reviewing a sample of the responses and identifying common themes, each of which is given a unique code or number.
- 2.9.4. Both the code frame and the coding underwent a quality assurance check to ensure consistency and accuracy throughout the process.
- 2.9.5. A copy of the code frame can be found in Appendix 16 – Full frequency coding table.

## 3 Response to the consultation

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### 3.1. Overview

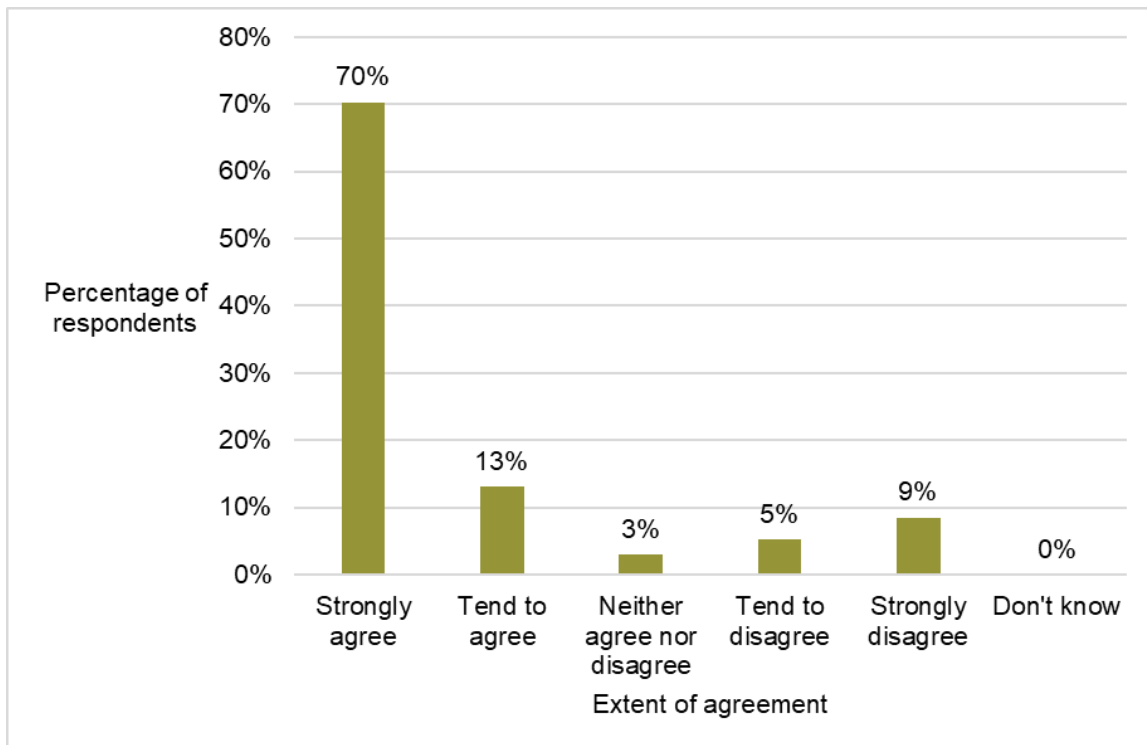
- 3.1.1. A total of 513 surveys were submitted during the consultation period. Of these, 507 were submitted online, while five were completed at public drop-in events. However, two online responses were identified as duplicates, bringing the final count of completed surveys to 512. In addition to the survey responses, 10 written submissions were received via email, which have been summarised in Section 3.5.
- 3.1.2. Please note that percentages have been rounded to the nearest whole number, which may result in totals slightly different from 100%. Percentage labels are shown on the charts; however, figures below 5% may not be labelled for legibility reasons.

### 3.2. Views on the proposals

- 3.2.1. The first question asked respondents to what extent they agreed or disagreed with the overall proposals in Oaklands and Woolmer Green. A total of 505 respondents provided an answer.
- 3.2.2. Figure 2 shows that 355 respondents (70%) strongly agreed with the proposals and 66 respondents (13%) agreed.
- 3.2.3. Conversely, 69 respondents (14%) disagreed with the proposals to some extent, stating they either “strongly disagree” (43, 9%) or ‘tend to disagree’ (26, 5%).



**Figure 2: To what extent do you agree or disagree with the proposed Safer Routes to School improvements in Oaklands and Woolmer Green?**



Base: all who responded (n: 505)

3.2.4. Question two asked respondents to what extent they agreed or disagreed with certain key features of the proposal. As shown in Figure 2, the question focused on three key features of the design, including:

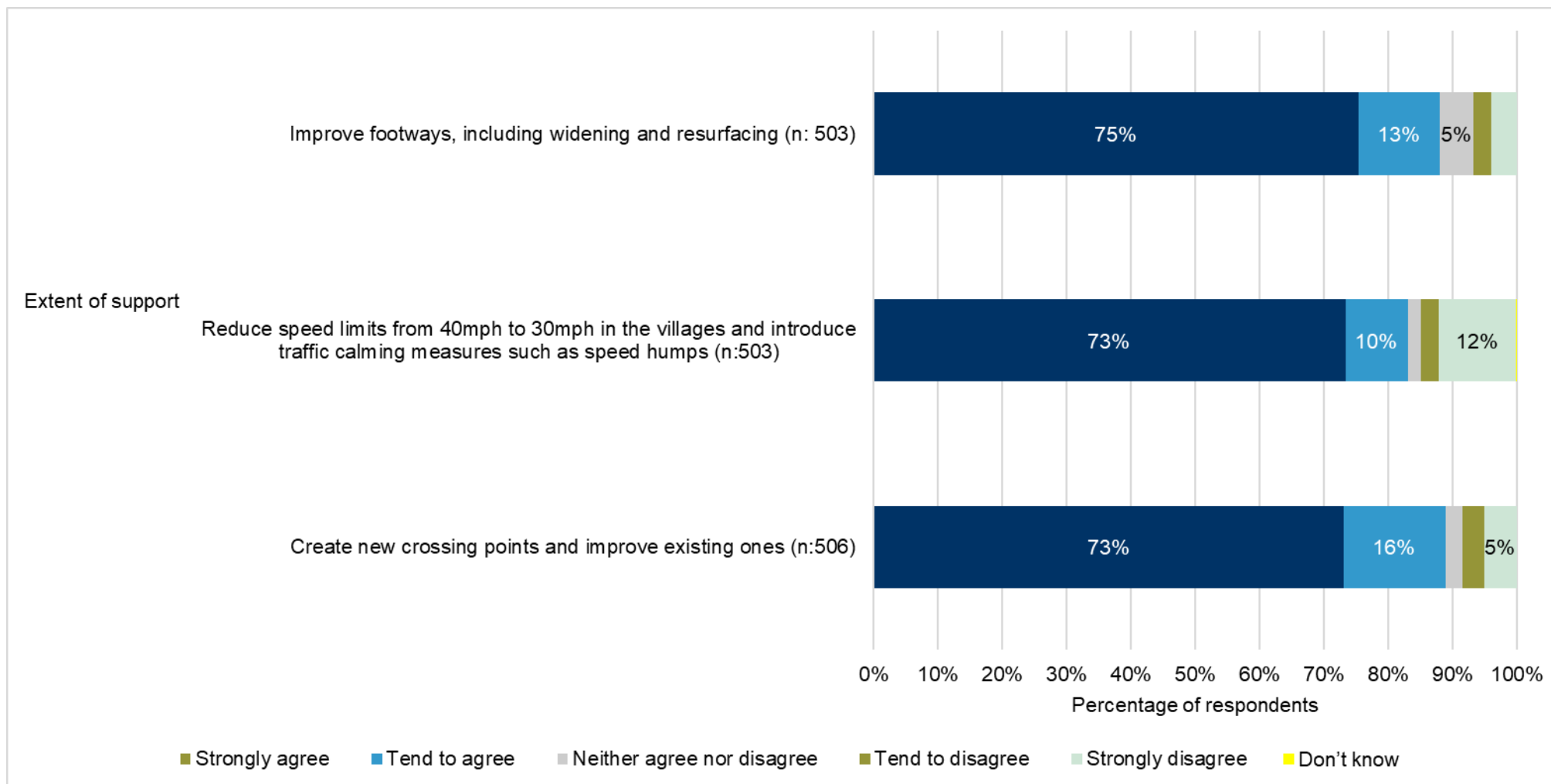
- Improved footways, including widening and resurfacing
- Reduced speed limits from 40mph to 30mph in the villages and introducing traffic calming measures such as speed cushions
- New crossing points or improving the existing ones

3.2.5. All three features received high levels of support, with at least 83% of respondents agreeing with each feature, including those who strongly agreed and tended to agree.

3.2.6. The feature with the highest overall support was the proposal to create new crossing points and improve existing ones, with almost nine out of 10 respondents (450 of 506; 89%) expressing agreement. Among these, 370 respondents (73%) strongly agreed, while 80 respondents (16%) tended to agree with the proposals.

- 3.2.7. The feature that attracted the strongest support was the improvement of footways including widening and resurfacing. Three-quarters of respondents (379 of 503; 75%) strongly agreed with this proposal, while 64 respondents (13%) tended to agree.
- 3.2.8. The feature with the highest level of disagreement was the proposal to reduce the speed limit from 40mph to 30mph in the villages and to introduce traffic calming measures. A total of 74 out of 503 respondents (15%) expressed some level of disagreement, with 60 respondents (12%) strongly disagreeing and 14 respondents (3%) tending to disagree. Nonetheless, this proposal also had substantial support, with 418 respondents (83%) agreeing to some extent. The full dataset is presented in Figure 3.

**Figure 3: To what extent do you agree with the following key features of the proposal in Oaklands and Woolmer Green?**



Base: all who provided a response to each aspect (n: as shown on the figure)

- 3.2.9. Of the 513 respondents to the survey, 323 chose to answer Question 3, which was a free text question asking participants if there were any elements of the proposed designs that they particularly supported. These were coded as per the code frame in Appendix 16. The most frequently recurring codes (top unique code descriptions where the description accounts for 3% or more of the total coded comments) for the proposals have been included in Table 1.
- 3.2.10. The most frequently cited theme in the feedback was general support for reducing speed limits. This theme appeared in 96 responses, representing 22% of all coded comments. Respondents emphasised the importance of speed reduction for enhancing safety and minimising risk for pedestrians, cyclists and motorists. An example verbatim comment is below:
- “Reducing the speed limit to 30 would make everyday life in Woolmer Green feel safer.”*
- 3.2.11. Another common theme was support for new crossing points, which appeared in 40 responses, representing 9% of all coded comments. Respondents frequently mentioned the importance of new crossings in improving accessibility and safety, especially in high-traffic areas such as outside The Chequers Inn or Tesco Express in Woolmer Green. An example verbatim comment is below:
- “A signal crossing outside Chequers in Woolmer Green will not only slow vehicles down outside the school but will reduce it through the whole village.”*
- 3.2.12. Additional support was noted for improving existing crossing points, which was cited in 36 responses, representing 8% of all coded comments. Respondents expressed appreciation for the proposed upgrades, with some specifically noting the benefits of controlled crossings for vulnerable road users. An example verbatim comment is below:
- “Improving crossing points: parents can be in a rush in the mornings to get to work so I think improving crossing points will really help child safety.”*
- 3.2.13. Several comments (31, 7% of all coded comments) were in favour of footpath improvements such as widening and improved maintenance, including vegetation management. Respondents noted that these changes would facilitate safer pedestrian access, particularly for those with prams or wheelchairs travelling along the B197.

3.2.14. A further 31 responses (representing 7% of all coded comments), suggested that the current situation is dangerous and needs improvements. Many respondents cited specific areas where they have observed hazardous conditions, for example on the Mardleybury Road/London Road junction as well as around Canonsfield Road.

3.2.15. There was general support for all proposed measures, which accounted for 27 of the responses, representing 6% of all coded comments. Other comments included:

- Support for visual traffic calming measures such as road markings and village gateways (19 total comments, 4%)
- Statements emphasising the importance of safety for children, pedestrians and the local community (16 total comments, 4%)
- General support for all crossing improvements (15 total comments, 4%)
- Request to extend reduced speed limits throughout the B197 corridor (e.g., all of Oaklands) (13 total comments, 3%)
- Support for physical traffic calming measures such as speed cushions, raised junctions and traffic lights (13 total comments, 3%)

**Table 1: Are there any elements of the proposals that you particularly support? Top 3% of recurring codes.**

<b>Code description</b>	<b>No. of comments</b>	<b>% of coded comments</b>
General support for reducing the speed limits	96	22%
Support for new crossing points	40	9%
Support for upgrading existing crossings (e.g., converting zebra crossings to signalised crossings)	36	8%
Support for footpath improvements, including widening and better maintenance (e.g., cutting back vegetation).	31	7%
The existing situation is dangerous - needs to be improved	31	7%
General support for all proposed measures	27	6%
Support for visual traffic calming measures such as road markings and village gateways	19	4%

Code description	No. of comments	% of coded comments
Statements emphasising the importance of safety for children, pedestrians and the local community	16	4%
General support for all crossing improvements	15	4%
Request to extend reduced speed limits throughout the B197 corridor (e.g., all of Oaklands)	13	3%
Support for physical traffic calming measures such as speed cushions, raised junctions and traffic lights	13	3%

3.2.16. Question 4 was another free-text question that asked respondents to outline if there were any elements of the proposals that required further consideration. In total, 321 responses were received for this question, and these have been coded as per the code frame in Appendix 16. The most frequently recurring codes (top unique code descriptions where the description accounts for 3% or more of the total coded comments) for the proposals have been included in Table 2.

3.2.17. The most frequently mentioned theme was a request for the reduced speed limit to be extended beyond the proposed zones in the B197 corridor, particularly to areas such as Knebworth, Welwyn Village, and Mardley Hill (between Oaklands and Woolmer Green). This theme appeared in 61 responses, representing 9% of all coded comments. An example verbatim comment is below:

*“I would very strongly urge you to impose a new 30mph speed limit along the whole of the b197 rather than in short patches. The traffic moves far too fast on Mardley Hill and this is the perfect opportunity to give the residents what we've been asking for years. Slow the traffic down to make it safer to walk along the entire road.”*

3.2.18. Some opposition was expressed toward speed cushions and other physical traffic calming measures. This theme appeared in 39 responses, representing 6% of all coded comments. Respondents often cited discomfort with these measures, either due to concerns about vehicle damage or the potential for noise disturbances. Some also felt that these physical measures would disrupt the flow of traffic. An example verbatim comment is below:

*“Speed humps should be avoided as these particularly impact buses and emergency vehicles, and with high traffic volumes including heavy traffic will be prone to wear quickly. Would rather speed cameras.”*

3.2.19. Another common concern involved traffic congestion potentially increasing as a result of the proposed measures. This theme appeared in 33 responses, representing 5% of all coded comments. Concerns were raised that speed limit reductions, traffic calming measures, and new crossings or traffic lights could increase congestion in the area. An example verbatim comment is below:

*“The impact on traffic in adding additional traffic lights and crossings. Especially during rush hour and when the A1 is closed. It already turns into gridlock.”*

3.2.20. Lastly, a portion of respondents raised issues related to the diversion of A1(M) traffic through local roads. This concern was noted in 27 responses, representing 4% of all coded comments, with respondents emphasising that the existing diversions have put a strain on local road infrastructure. These comments often included requests for alternative solutions to manage diverted traffic flows without overloading local routes.

3.2.21. Other comments included:

- Suggestion to improve footpath maintenance (23 comments, 3%)
- Suggestion for improving cycle infrastructure to encourage more cycling in the villages (e.g. cycle paths, shared use paths, cycle parking) (20 comments, 3%)
- Request to extend double yellow lines in Oaklands and Woolmer Green (20 total comments, 3%)
- Request for further speed limit reduction in a school zone (e.g. 20mph during mornings and afternoons) (19 total comments, 3%)
- Concern about illegal parking, obstructing access points/sideroads/junctions/residential driveways (18 total comments, 3%)

- Suggestion for visual measures to improve road safety/traffic (e.g. signage, lighting, road markings) (18 total comments, 3%)

**Table 2: Are there any elements you think need further consideration? Top 3% of recurring codes.**

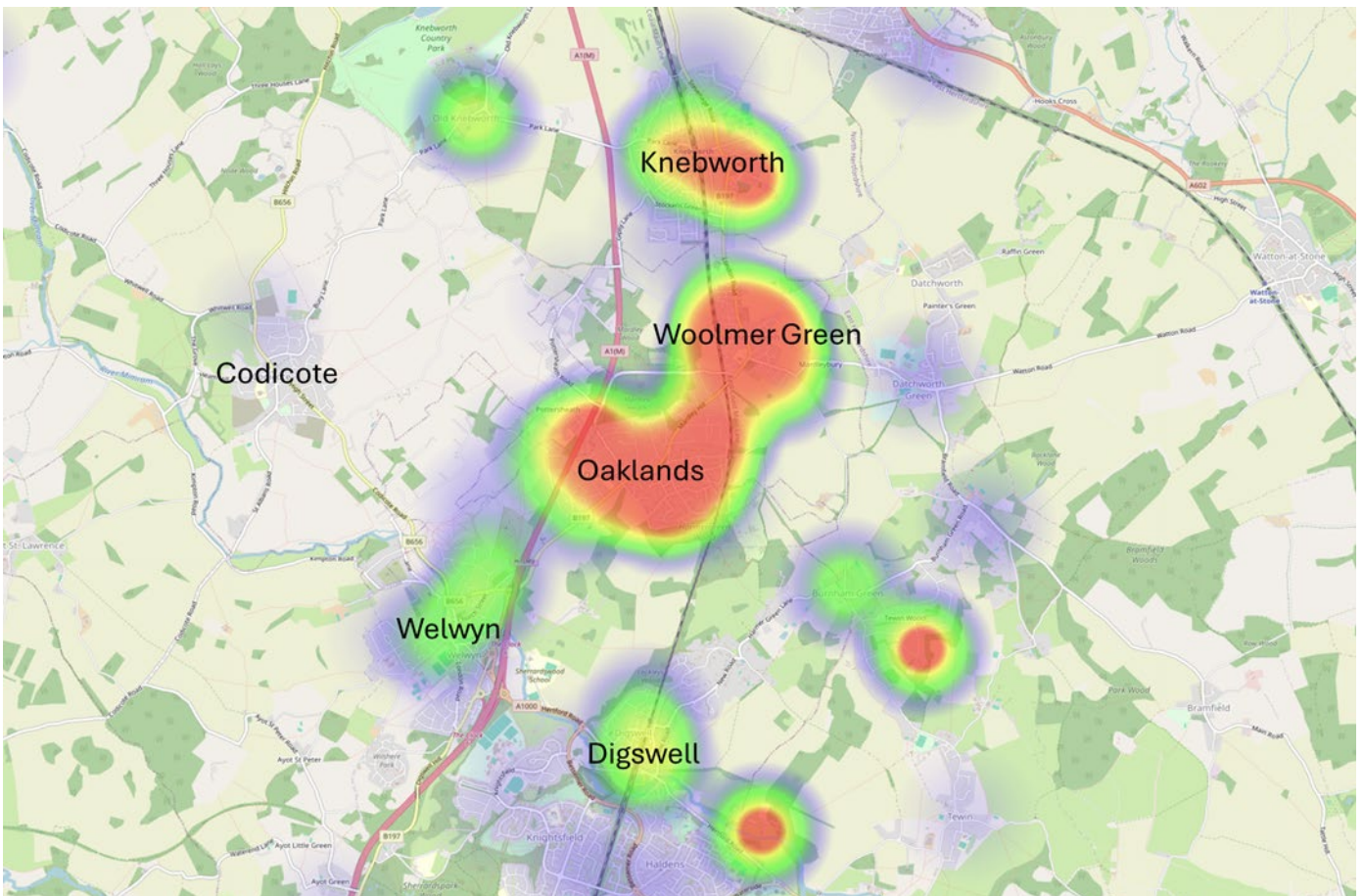
<b>Code description</b>	<b>No. of comments</b>	<b>% of coded comments</b>
Request for the reduced speed limit to be extended beyond current zones in the B197 corridor	61	9%
Opposition to speed cushions and other physical traffic calming measures	39	6%
Concern that proposed measures (inc. speed limit reductions, calming measures, new crossings or traffic lights) would increase traffic congestion	33	5%
Issues related to the diversion of the A1M traffic through the B197 and other local roads	27	4%
Suggestion to improve footpath maintenance	23	3%
Suggestion for improve cycle infrastructure to encourage more cycling in the villages (e.g. cycle paths, shared use paths, cycle parking)	20	3%
Request to extend double yellow lines in Oaklands and Woolmer Green	20	3%
Request for further speed limit reduction in school zone (e.g. 20mph during mornings and afternoons)	19	3%
Concern for illegal parking, obstructing access points/sideroads/junctions/residential driveways	18	3%
Request for wider footpaths	18	3%
Suggestion for visual measures to improve road safety/traffic (e.g. signage, lighting, road markings)	18	3%



### 3.3. About the respondents

- 3.3.1. Question 5 asked respondents to provide the first five digits of their postcode to enable geographic analysis of responses. A total of 500 respondents provided an answer to this question, although 19 of the responses received were not valid postcodes and therefore could not be mapped.
- 3.3.2. Most of the valid postcodes were from within the villages of Oaklands, Woolmer Green and Knebworth, with other notable locations being Digswell and Welwyn Garden City.
- 3.3.3. The highest volume of respondents (56%) came from the AL6 area, followed by SG3 (31%) and AL7 (3%).
- 3.3.4. A heat map showing the postcodes of respondents is presented in Figure 4, noting that the heat map has grouped the postcodes by regional centre.

**Figure 4: Heatmap showing the geographical distribution of respondents.**

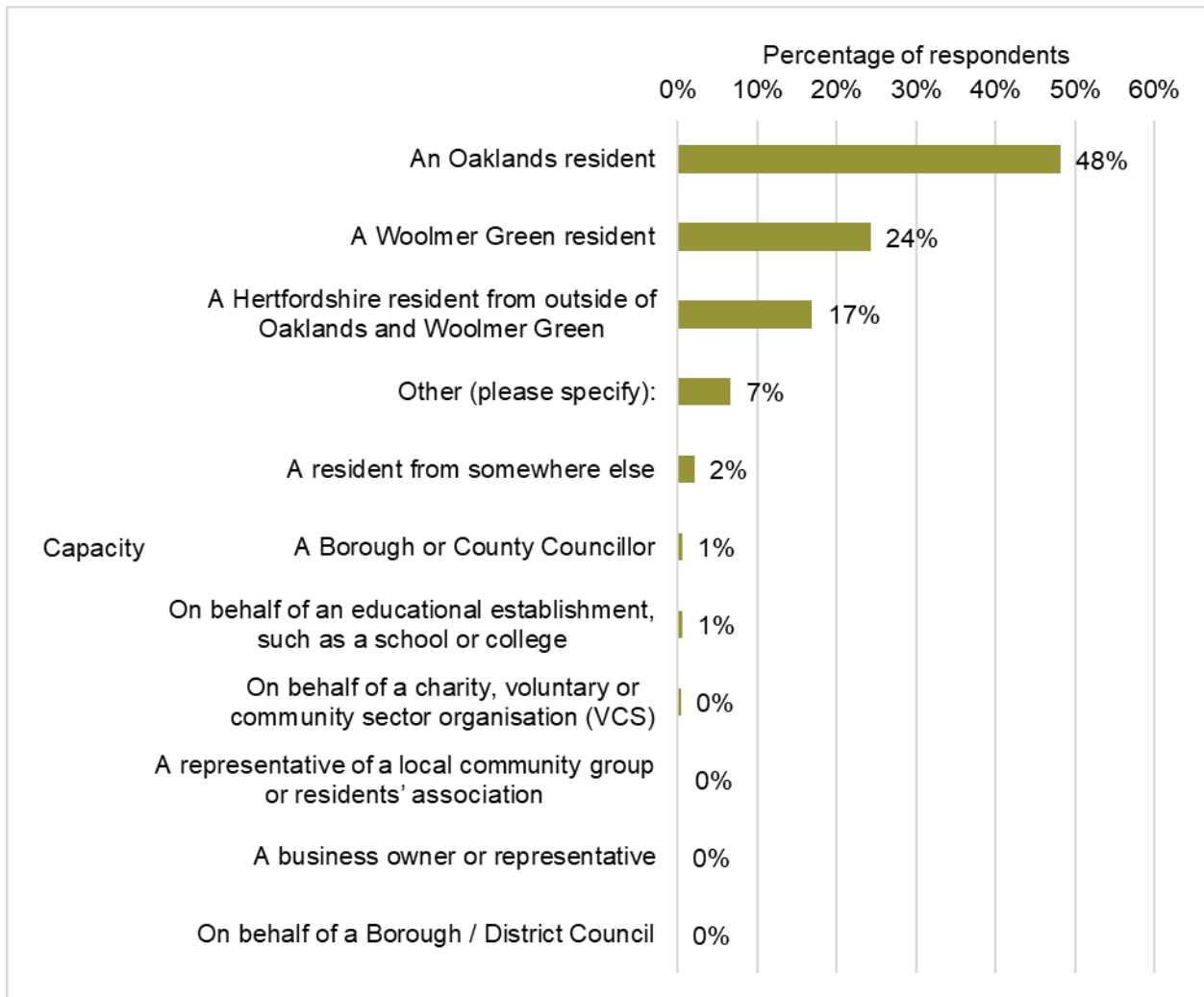


Base: all valid postcodes (n: 481)

- 3.3.5. Question 6 invited respondents to choose the option that best described the capacity of their response. A total of 507 respondents provided an answer.
- 3.3.6. Among the respondents, 244 (48%) identified as Oaklands residents, 123 (24%) as Woolmer Green residents, and 86 (17%) as residents of other areas in Hertfordshire.
- 3.3.7. Additionally, 11 respondents (2%) were from outside Hertfordshire, three (1%) were Borough or County Councillors, and three (1%) represented an educational institution, such as a school or college.
- 3.3.8. Two respondents responded on behalf of a charity, voluntary, or community organisation, while one respondent (0%) represented a local community group or residents' association. The full breakdown of responses can be seen in Figure 5.
- 3.3.9. Respondents could also select "other" if the categories provided were not suitable. This category was selected by 34 respondents (7%) and these responses have been consolidated below:
- School parent
  - Resident with children at Oaklands School
  - "20's Plenty" supporter for Digswell
  - Resident of Digswell
  - Family in Woolmer Green
  - Welwyn village resident
  - Parent of a child at Woolmer Green School
  - Resident of Tewin
  - Police Traffic Management
  - Grandparent who walks with a child on B197
  - Local headteacher with connections to Woolmer Green
  - Resident of Knebworth with children at Woolmer Green School
  - Parish Council member
  - Aunt of pupils at Oaklands School
  - Resident near Welwyn/Oaklands border
  - Business owner in Woolmer Green
  - Resident of Lockley Farm
  - Member of Parliament for Welwyn Hatfield
  - Welwyn Garden City resident and Oaklands School parent

- Resident and school community member
- Herts resident with a horse at Lockley Farm
- Former resident and local business owner
- Parent of a child at St. Michael’s Woolmer Green School

**Figure 5: Please select the option from the list below that best represents the capacity in which you are responding.**



Base: all who responded (n: 507)

3.3.10. In Question 7, respondents were asked to specify their organisation's name if they were responding on its behalf. A total of 25 respondents answered this question: 12 provided their organisation's name, while 13 indicated “Not Applicable”. The 12 organisations were:

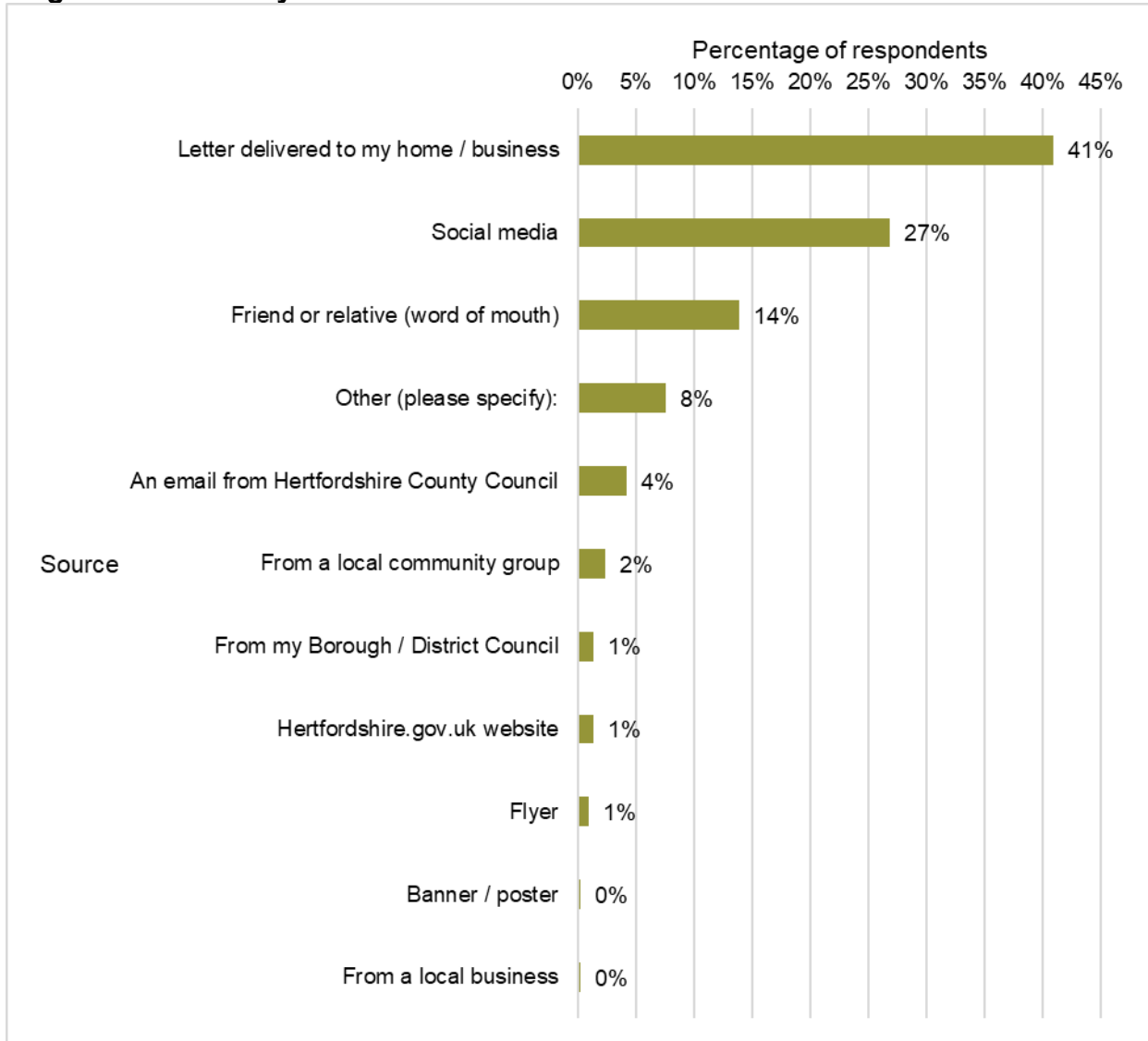
- 20’s Plenty for Digswell (two different responses were received on their behalf)
- Bus Users Group Stevenage
- Hertfordshire Constabulary

- St Johns C of E Primary Digswell
- Welwyn Parish Council
- Woolmer Green Parish Council
- Office of the MP
- Oaklands Primary School (two different responses were received on their behalf)
- Welwyn Hatfield Borough Council
- Knebworth Football Club

- 3.3.11. A summary of the responses submitted on behalf of an organisation can be found in Appendix 17 – Organisation Survey Responses.
- 3.3.12. Question 8 asked respondents to identify how they found out about the consultation and 503 respondents provided a response.
- 3.3.13. As shown in Figure 6, the most commonly mentioned communication method was a letter delivered to the respondents' home or business, which accounted for 206 of the responses (41%). Through cross-referencing, we can see that this equated to 11% of the letters distributed.
- 3.3.14. Social media was the second most popular method with 135 respondents (27%) indicating it as their primary source of information about the consultation.
- 3.3.15. Furthermore, 70 respondents (14%) found out about the consultation through word of mouth, with 21 respondents (4%) through an email from Hertfordshire County Council.
- 3.3.16. Further sources included local community groups (12 respondents, 2%), the Hertfordshire.gov.uk website (7 respondents, 1%), communications from Borough or District Councils (7 respondents, 1%), and flyers (5 respondents, 1%).
- 3.3.17. Lastly, 38 respondents (8%) selected "other" and provided specific responses. These additional sources have been summarised below:
- Oaklands Primary School email and PTA correspondence
  - St. Michael's Primary School email
  - Communications from Members of Parliament (Andrew Lewin MP posts or emails)
  - Local newspapers (Welwyn Hatfield Times)
  - Parish Council announcements
  - Social media platforms and specific groups (Facebook, WhatsApp groups)
  - Village newsletters and community events

- Specific locations or events (Lockley Farm, Woolmer Green Village Hall public drop-in event)
- Personal connections, such as family members working at local schools or discussions at children’s afterschool clubs

**Figure 6: How did you find out about the consultation?**



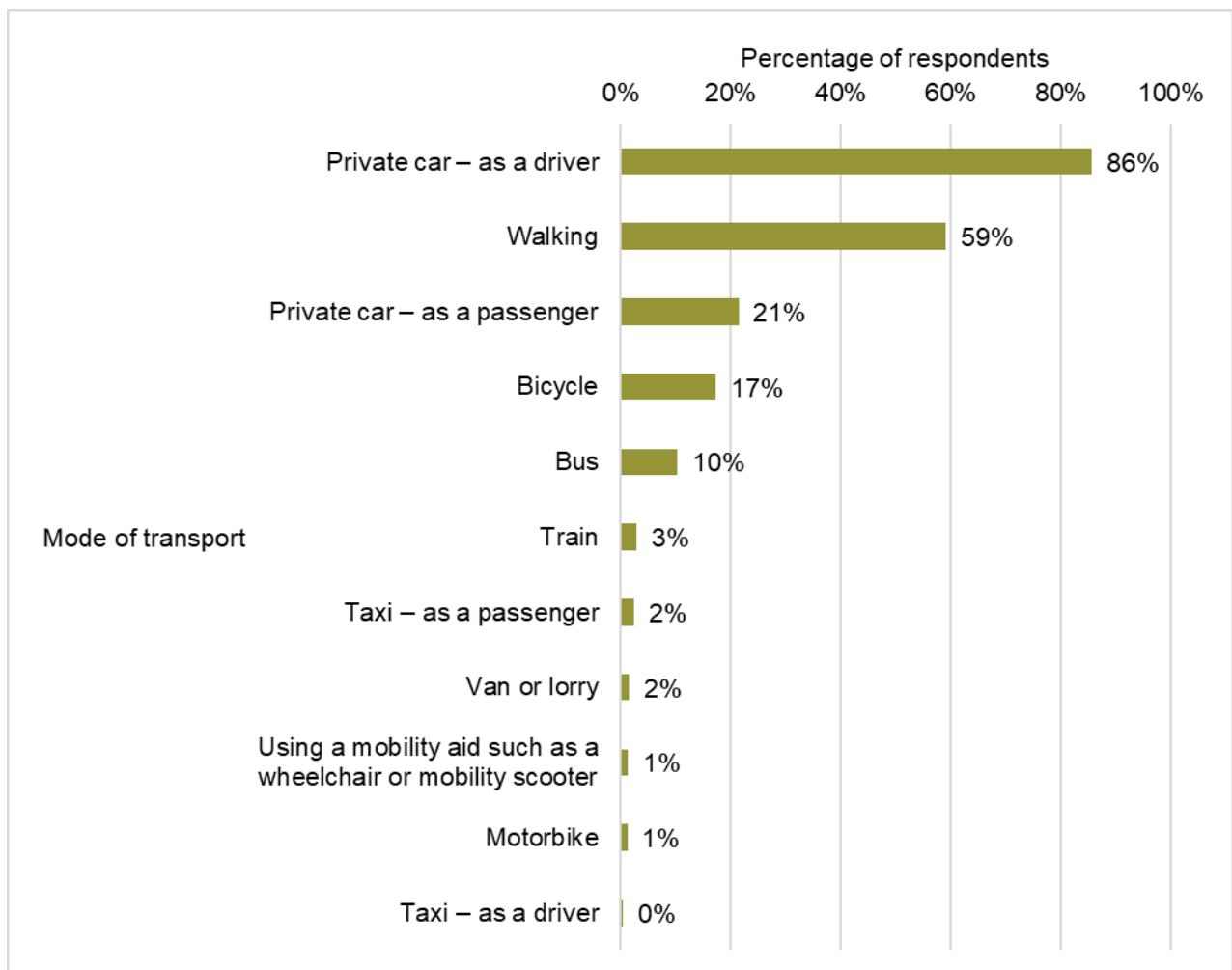
Base: all who responded (n: 503)

3.3.18. Question 9 asked respondents to share details about their current travel habits within Oaklands and Woolmer Green, allowing them to select all applicable methods of travel. A total of 504 respondents participated in this question, noting that percentages do not equal 100% as respondents could select more than one method of travel.

3.3.19. As shown in Figure 7, driving a private car was the most frequently chosen method of travel, with 432 respondents (86%) selecting it.

- 3.3.20. The second most popular travel method was walking, which was selected by 298 respondents (59%).
- 3.3.21. Travelling as a passenger in a private car was the third most chosen method, with 108 respondents (21%) selecting this option. Additionally, cycling was selected by 87 respondents (17%). Finally, bus travel was chosen by 52 respondents (10%).
- 3.3.22. Additional travel methods such as taxi, van, mobility aid, motorbike, and train were each selected by less than 3% of the respondents, indicating limited reliance on these modes.

**Figure 7: Thinking about your normal travel habits, which modes of transport do you use the most when travelling in Oaklands and Woolmer Green?**

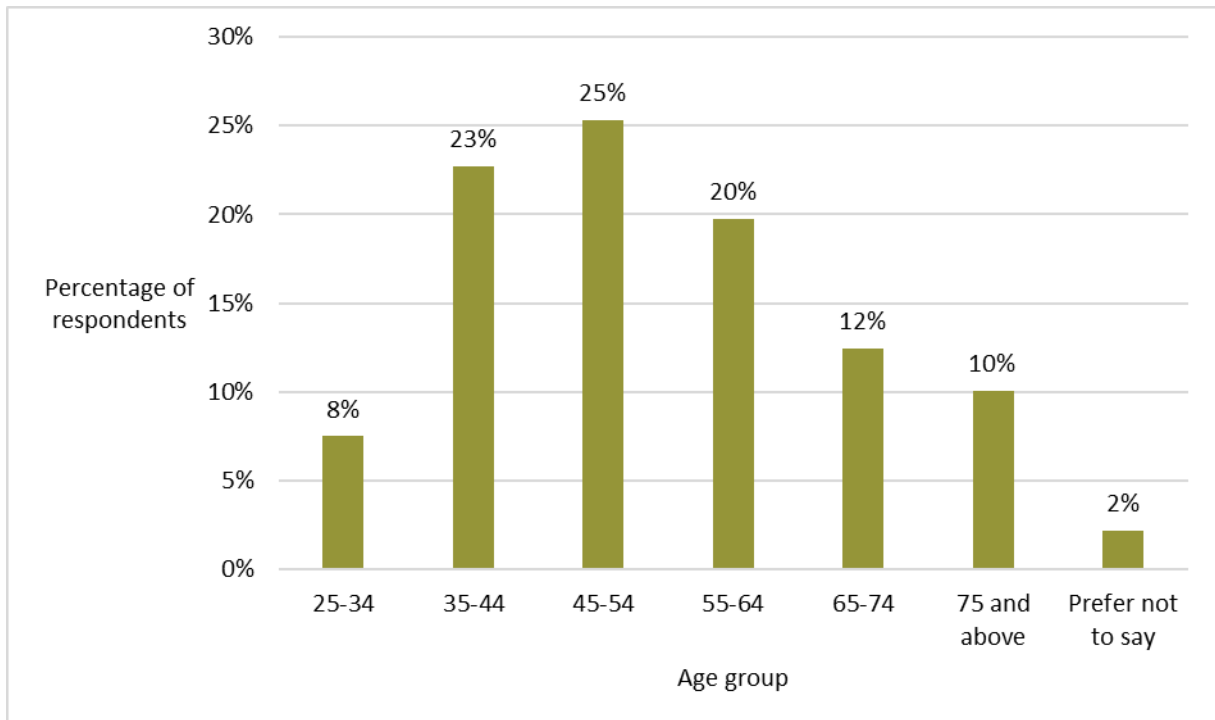


Base: all who responded (n: 504)

### 3.4. Demographics

- 3.4.1. Question 10 asked respondents to indicate their age group, with a total of 506 respondents providing a response.
- 3.4.2. As shown in Figure 8, the largest share of responses came from the 45-54 age group, with 128 respondents (25%), followed by 115 respondents in the 35-44 age group (23%).
- 3.4.3. According to the 2021 Census (Office for National Statistics – Census 2021) individuals aged 35 to 49 make up the largest proportion of the Welwyn Hatfield population at 20%, followed by those aged 50 to 64 at 18%.
- 3.4.4. Census data also highlights that individuals aged 25-34 represent 13% of the population, indicating a mature demographic landscape. In our respondent profile, the age groups of 35-64 show strong representation.
- 3.4.5. Among younger respondents, 38 were aged 25-34 (8%), while 51 respondents were aged 75 and above (10%).
- 3.4.6. Finally, 11 respondents (2%) preferred not to say.

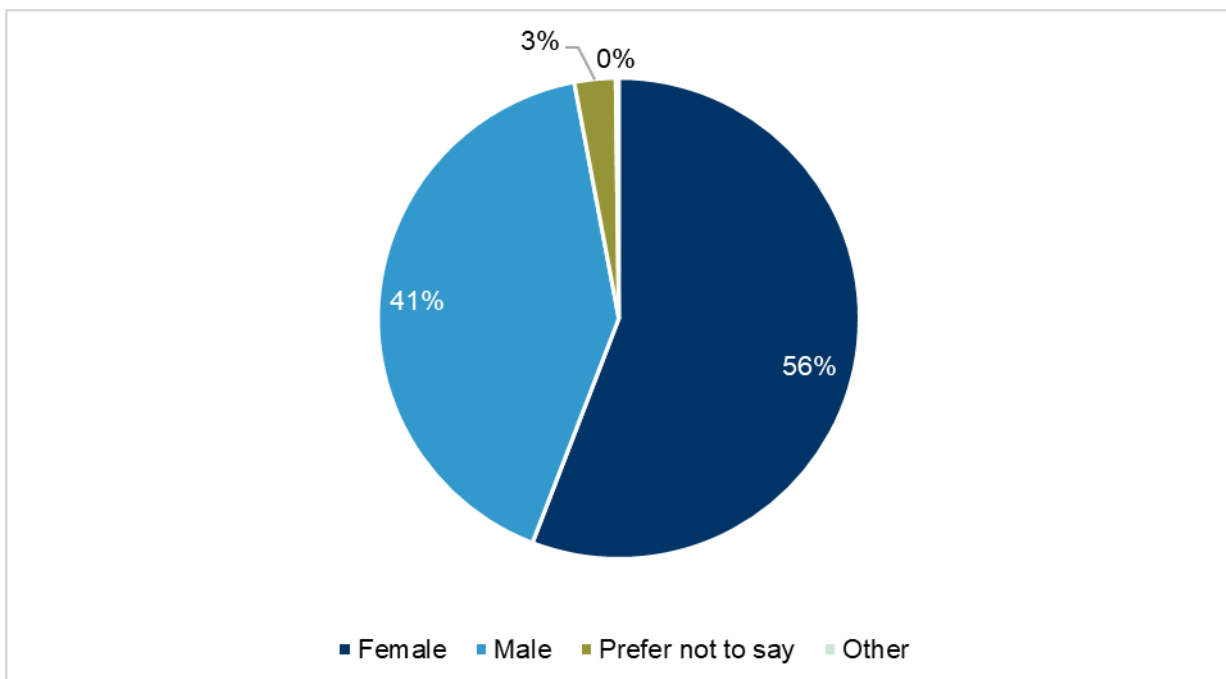
**Figure 8: Please indicate your age.**



Base: all who responded (n: 506)

- 3.4.7. Question 11 asked respondents to indicate their gender. A total of 504 respondents answered this question. As shown in Figure 9, a total of 282 respondents (56%) were female, while 207 respondents (41%) were male.
- 3.4.8. Additionally, one respondent indicated their gender was “other” while 14 respondents (3%) preferred not to say.
- 3.4.9. According to the 2021 Census (Office for National Statistics – Census 2021), 51% of Welwyn Hatfield's population is female, while 49% is male.

**Figure 9: How would you describe your gender?**

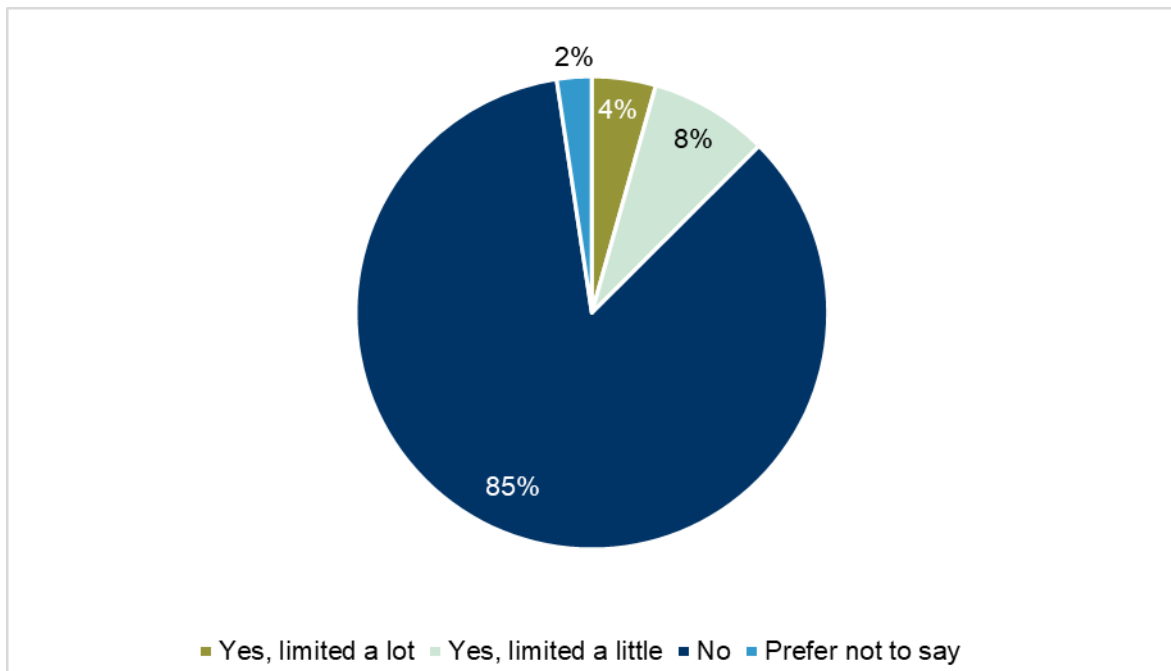


Base: all who responded (n: 504)

- 3.4.10. Question 12 asked respondents to identify if their day-to-day activities were limited because of a health problem or disability. A total of 503 respondents answered this question.
- 3.4.11. As shown in Figure 10, 428 respondents (85%) indicated that their activities weren't limited and selected “no”.
- 3.4.12. On the other hand, 63 respondents (12%) indicated that their activities were limited to some degree (41 responses, 8% limited a little; 22 responses, 4% limited a lot).
- 3.4.13. A total of 12 respondents (2%) preferred not to say.



**Figure 10 Are your day-to-day activities limited because of a health problem or disability?**



Base: all who responded (n: 503)

### 3.5. Email responses

3.5.1. During the consultation period, Hertfordshire County Council received ten written responses from individuals or organisations regarding the proposals in Oaklands and Woolmer Green. These were received through the dedicated ATF inbox and the key points that emerged from the responses are summarised below:

#### Item Number ATF001

- Recommended reducing the speed limit to 20mph (not 30mph) near the schools for child safety.
- Suggested traffic lights or a lollypop person on Canonsfield Road to address driver confusion and accident risk (vehicles indicate to turn into Canonsfield Road, but then drive to the nearby shops).
- Recommended a flashing "school" sign near Oaklands Primary School to alert drivers of children walking nearby.

**Item Number ATF002**

- Highlighted that the conditions on Turpins Ride worsen during rain as debris washes down the carriageway onto Great North Road. The respondent noted that this has caused flooding near Oaklands Primary School in the past.
- Indicated that residents have funded tarmac repairs on the upper part of Turpins Ride, but feel the road is still hazardous in some areas. A joint council-resident effort for improvements is suggested.
- Outlined that local families, including young children, regularly use the lane to walk or drive to school, facing safety and vehicle damage risks due to poor road conditions.
- Requested a site inspection as part of this consultation, with an interest in collaborative funding solutions for repairs.

**Item Number ATF003**

- Raised objections to the newly revised footway design at the Oaklands Primary School crossing, which extends over their private lane's tarmac. This proposal could obscure the lane entrance, complicating access for residents and essential vehicles.
- Expressed concern about road narrowing near the Oaklands Primary School crossing, making right turns into the private lane challenging and potentially hazardous due to limited space to manoeuvre. Noted that other right turns on the B197 have filter lanes or waiting areas.

**Item Number ATF004**

- Believe that current proposals may increase congestion on the B197, especially for right turns from Canonsfield Road, Oaklea, and The Avenue, leading to driver frustration and potential risk-taking.
- Suggested amendments to the Oaklands proposals:
  - Remove road narrowing
  - Widen footways
  - Remove all speed cushions and raised tables
  - Designate the area as a clearway with no parking

**Item Number ATF005**

- Indicated a lack of safe pedestrian paths from Datchworth to St Michael's School, Woolmer Green, making it unsafe for children to walk.
- Requested consideration of a path to connect Datchworth with the school and surrounding areas for improved safety and accessibility.
- Emphasised the broader safety benefits for all village residents if a path was installed.

**Item Number ATF006**

- Fully supported the reduction of the speed limit to 30mph in Oaklands and urged extending it from Knebworth to beyond Oaklands School for safety.
- Expressed opposition to a new signalised crossing by the school, citing proximity to the existing crossing and concerns about encouraging parking on unsuitable Turpins Ride.
- Noted the B197's role as a diversion route during A1(M) closures and the importance of considering this when implementing road narrowing, particularly near the Oaklands shops bus stop.
- Highlighted the police's use of the B197 for driver training, emphasising the need for its practicality.
- Welcomed the three proposed crossings in Woolmer Green for improving safety but raised concerns about reduced parking near St Michael's Church, which lacks a car park.
- Suggested exploring parking options on the site of the old Village Hall and widening the narrow pavement by replacing grass and posts with tarmac to accommodate pedestrians and parked cars.
- Noted that parents frequently park on Mardleybury Road for school drop-offs and pick-ups, which should be factored into planning.

**Item Number ATF007**

- Referenced a serious accident outside Oaklands Primary School in July 2022, just before pick-up time, involving an overturned car and three damaged parked cars.
- Highlighted the potential risk to children and families who would have been on the pavement shortly afterwards.

- Noted that a member of the school community sustained life-changing injuries, resulting in severe back pain.
- Expressed hope that this information and evidence would assist in the funding process.

**Item Number ATF008**

- Expressed appreciation for the Councillor briefing.
- Asked for clarification on the "New continuous footway at the access to the shopping area" on the map, concerned about potential disruption for cars entering the area. Also questioned whether the footway would impact car access or if cars could still drive over it.
- Mentioned plans to brief the shop owners and emphasised the importance of understanding the impact on their businesses.
- Suggested adding a formal crossing point at Turpins Ride, similar to the proposed crossing at Canonsfield Road, to improve safety for children walking to school and accommodate traffic from the nearby housing.

**Item Number ATF009**

- Suggested clearer school signage and flashing lights for a 20mph limit during school hours or a 20mph zone around the school.
- Raised concern about crossing at Canonsfield Road, requesting improvements.
- Mentioned difficulty turning right out of Oaklea, with no central reservation to split the carriageway, and asked if any solutions could be considered.
- Proposed widening the grass verge at Oaklea but wasn't certain on the details.
- Agreed with the proposed speed reductions back to the Clock.
- Highlighted parking issues near Oaklea, with concerns that widening the pavement would push parking further along the road and recommended adding more yellow lines.
- Suggested a Pelican crossing near the Woolmer Green Care Home, though noted it might be further up.
- Proposed more separation for pedestrians from traffic near the school.
- Highlighted the issue of cars reversing into the road when entering the school drive.
- Mentioned overgrowth needing to be cut back.
- Asked if electric chargers could be installed in parking bays.

- Recommended a 30mph speed limit from Knebworth and between Oaklands and Woolmer Green.
- Suggested flashing lights at school times instead of reducing the speed limit.
- Advocated for a speed reduction along Heath Road where houses are present, in line with the 20mph scheme.

**Item Number ATF010**

- Requested an update regarding the consultation responses.

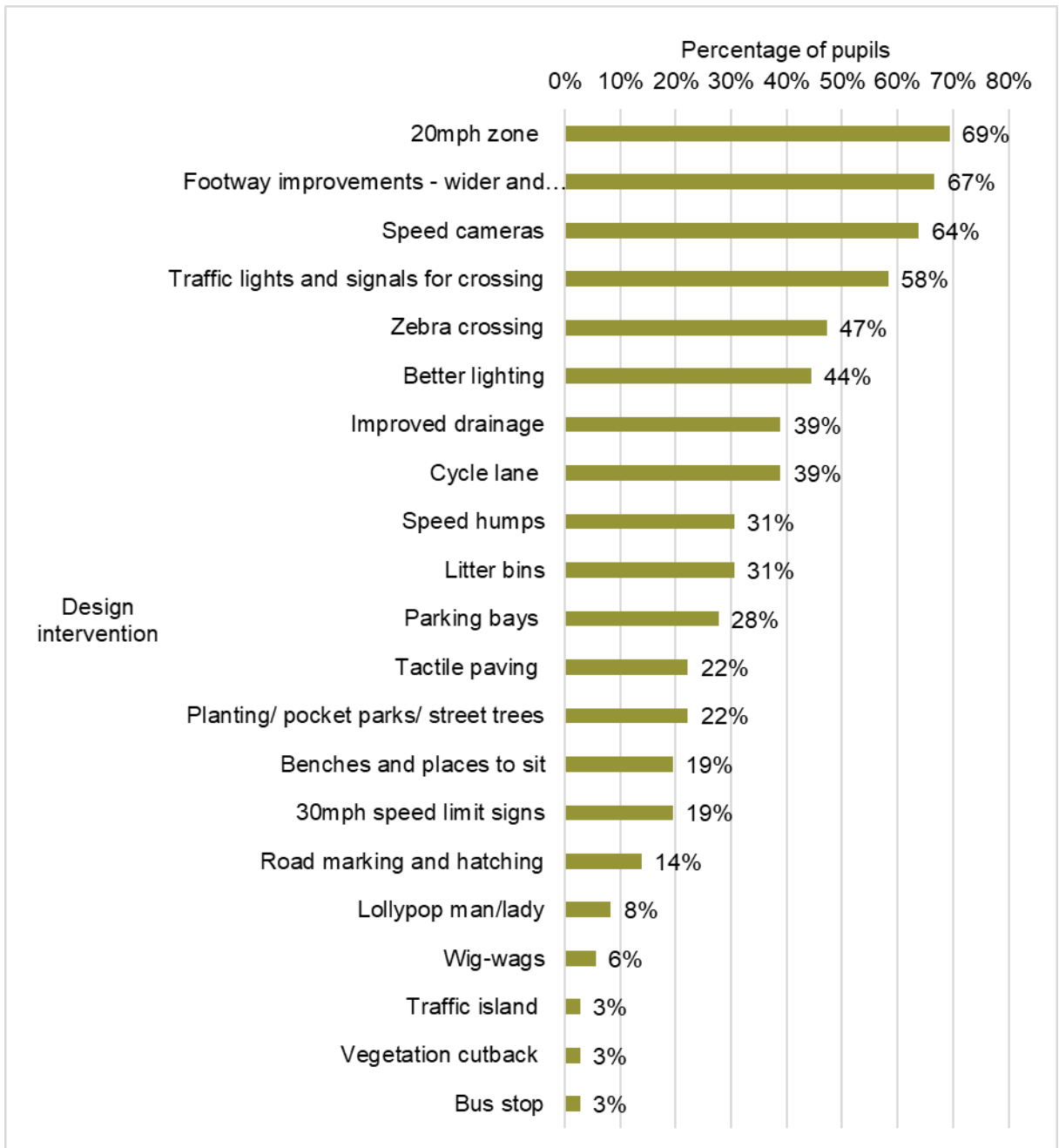
## 4 School workshops

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### 4.1. Workshop feedback from Oaklands Primary School and St Michael's Church of England Primary School

- 4.1.1. During recent workshops held at Oaklands Primary School and St Michael's Primary School, we engaged students from Years 3 to 6 to gather their perspectives on potential safety and infrastructure improvements in their area. The workshops provided an opportunity to understand priorities from a younger demographic, particularly about road safety and pedestrian-friendly measures. Students were invited to indicate specific features that they would like to see implemented in their community.
- 4.1.2. Feedback suggested a strong preference for measures aimed at enhancing safety and accessibility. The most frequently requested feature was the implementation of a 20mph speed limit zone (raised in 69% of the designs). Overall, there was a focus on crossings, speed and footway improvements. Better lighting, drainage and cycle lanes were the most popular interventions outside of this focus. Please note, that improved crossings appeared in all designs, though some groups favoured zebra crossings over signalised crossings and vice versa.
- 4.1.3. The full details can be found in Figure 11.

**Figure 11 Design interventions selected by groups in school workshops for both Oaklands and St Michael’s Primary Schools**

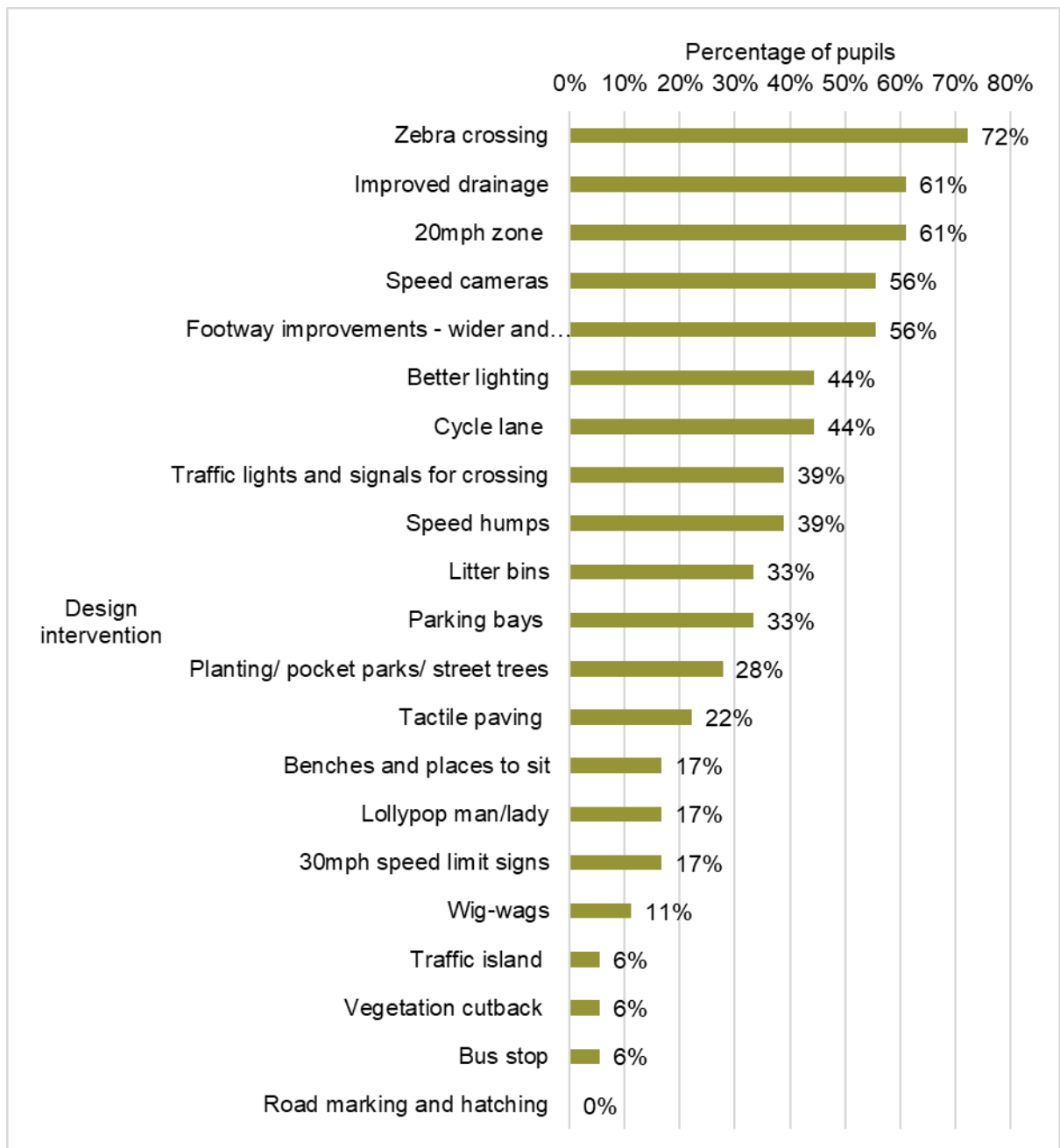


Base: number of designs (n=36)

4.1.4. For Oaklands Primary School, zebra crossings were more popular than signalised crossings, with 72% of the designs incorporating them. Improving drainage was a key issue and was the second-most cited intervention, alongside the introduction of a 20mph zone outside the school—both appearing in 61% of the designs. Speed cameras (favoured by 61%) were preferred over speed humps (39%), though both were included in all designs. Overall, the focus was on improving crossings, reducing speed, and enhancing footways. Compared to St Michael's, cycle lanes were considered more important, and speed humps were more popular at Oaklands.



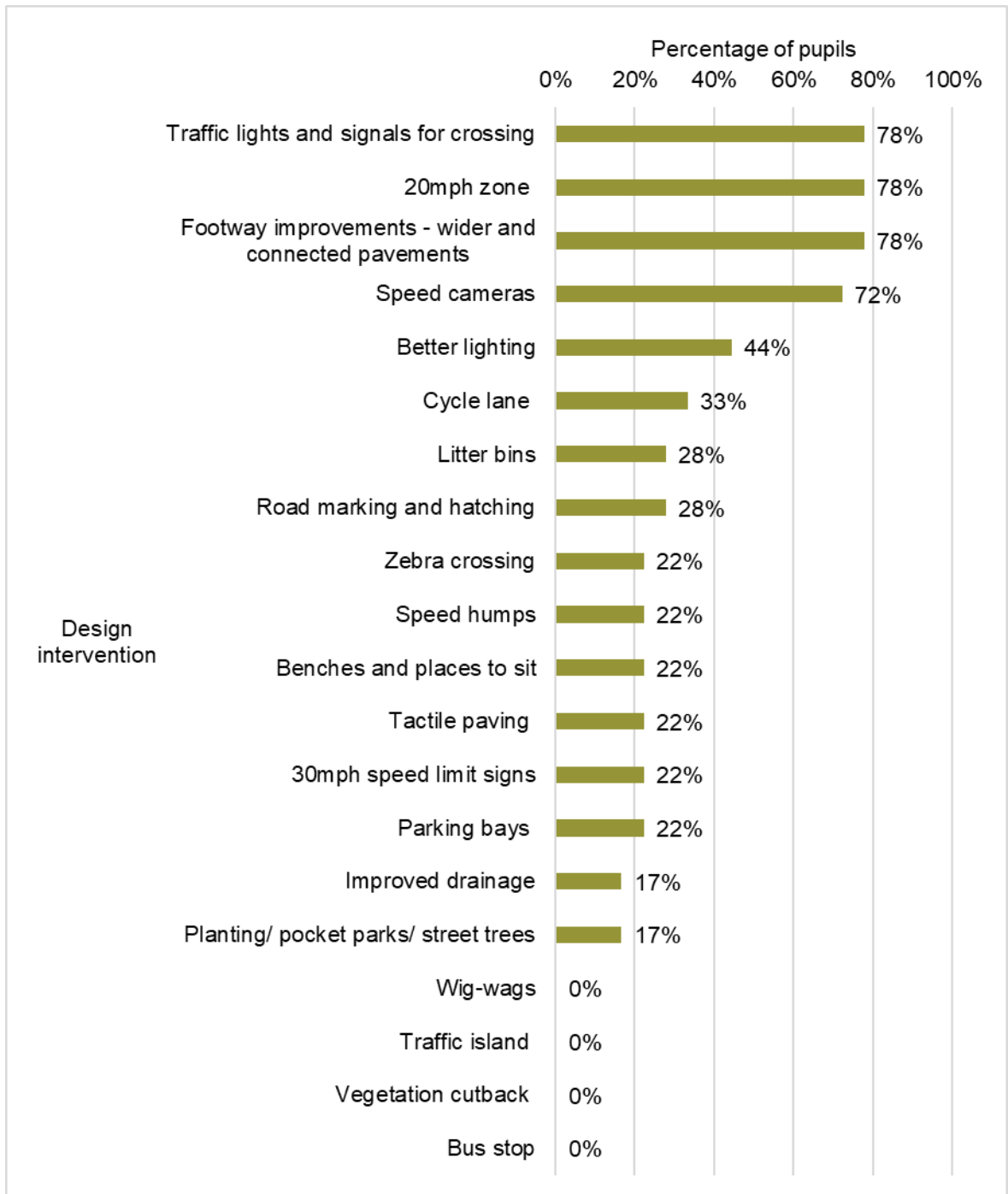
**Figure 12 Design interventions selected by groups in school workshops at Oaklands Primary School**



Base: number of designs (n=18)

4.1.5. In contrast to Oaklands Primary School, St Michael’s pupils strongly favoured traffic lights (78%), which was the joint top intervention alongside 20mph zone and footway improvements. Speed cameras were also strongly favoured in 72% of the designs.

**Figure 13 Design interventions selected by groups in school workshops for St Michael’s Primary School**



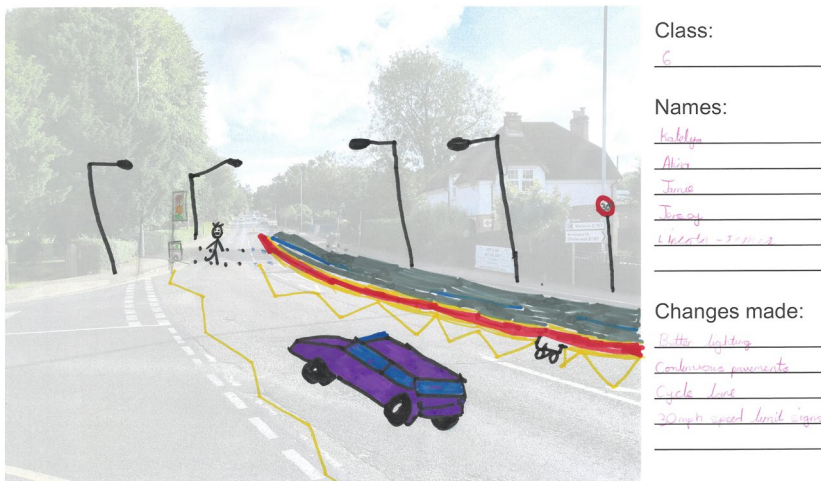
Base: number of designs (n=18)

4.1.6. Several examples of the outputs from the school workshops can be found in Figures 14 to 17.

**Figure 14 Example output design from school workshops**



**Figure 15 Example output design from school workshops**



**Figure 16 Example output design from school workshops**



**Figure 17 Example output designs from school workshops**



## **5 Responses to issues raised**

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### **5.1. Introduction**

- 5.1.1. We have considered all comments received through the consultation. This section summarises the key themes that emerged.
- 5.1.2. Responses have been provided to the most commonly occurring codes, including those with a proportion of 2% or more of the total coded comments, as well as substantive points or suggestions, even if they accounted for less than 2%.
- 5.1.3. Responses to these key questions and issues are detailed in the table below.

## 5.2. Responses

**Table 3 – Responses to Issues**

Category	Theme	Response
Speed limit and traffic management	Request for the reduced speed limit to be extended beyond current zones in the B197 corridor (e.g. all of Oaklands, Great Northern Road, Mardley Hill).	HCC included a specific question in the engagement survey for the proposed Woolmer Green 20mph zone. Responses will help determine the most suitable speed limit beyond current zones in the B197 corridor, in accordance with local guidance.
Speed limit and traffic management	Request for further speed limit reduction in the school zones (e.g. 20mph during mornings and afternoons).	HCC included a specific question about the proposed Woolmer Green 20mph zone in the engagement exercise. The responses will help determine the most suitable speed limit outside the schools, in accordance with local guidance.
Speed limit and traffic management	Request for police training drills on B197 to be relocated - concern for safety with speeding cars.	HCC is evaluating the feasibility of alternatives to the proposed vertical traffic calming measures for the corridor as outlined in the consultation. If the current proposals are implemented, police training drills would not be able to take place at high speed. However, if vertical traffic calming measures are not implemented, there is the possibility the training drills will continue even if the speed limit is reduced.
Speed limit and traffic management	Concern regarding congestion caused by bus stops - bus stop positions etc.	We will look into the bus stop by the shops and ensure there is adequate space to overtake waiting buses if it is safe to do so.

Category	Theme	Response
Traffic calming measures	Opposition to speed cushions and other physical traffic calming measures.	HCC is revisiting the traffic-calming approach for the corridor. Average speed cameras are under discussion; however, their effectiveness may be limited by the number of junctions and crossings. HCC is reconsidering the suitability and use of vertical traffic calming along the B197.
Traffic calming measures	Suggested measures (e.g. traffic lights, traffic calming) are counterproductive to traffic calming/cause frustration.	The focus of what was presented at consultation was to make it easier and safer for people walking in Woolmer Green and Oaklands. LTP4 ( <a href="#">LTP4 Transport Plan 2018</a> ) lays out a series of policies. Policy 1 (Transport User Hierarchy) highlights that the needs of vulnerable road users are placed above those in motor vehicles. People in motor vehicles can choose to use alternative routes.
Traffic calming measures	Request for other measures to improve safety at junctions (e.g. mini roundabout at Canonsfield Road)/Wrong type of junction treatment.	According to National Guidance, mini roundabouts should not be installed where traffic flows or turning proportions differ significantly between arms. Current data indicates that this condition applies. Besides, there is insufficient space to accommodate a roundabout at Canonsfield Road.

Category	Theme	Response
Traffic calming measures	Request for additional speed cameras.	According to HCC’s Speed Management Strategy (2020), this location does not meet the criteria for installing safety cameras. Safety cameras should only be considered when there is no other cost-effective engineering solution available. In this case, a cost-effective engineering solution had been proposed. This is now being reconsidered, including the use of average speed cameras. However, the existing junctions and crossings could make this technology less effective.
Traffic calming measures	Suggestion for visual measures to improve road safety/traffic (e.g. signage, lighting, road markings).	Adequate signage and road markings would be implemented to suit any revised speed limits and layouts.
Junctions	Request to improve visibility at junctions, especially at Oaklea, Turpins Ride and exits to B197.	Wider footways and lower speeds would allow for greater intervisibility.
Junctions	Suggestion for filter lanes to make it easier to turn into side roads / at junctions.	We are investigating a right-turn filter at the proposed lights into Mardleybury Road. In accordance with LTP4 Policy 1, priority should be given to making the environment safer and easier to walk in the communities, rather than making it easier to drive through.
Traffic diversion	Issues related to the diversion of the A1M traffic through local roads. Request for the diversion route to be relocated, away from the B197.	HCC is investigating this matter and aims to discuss it with National Highways. This collaboration would allow our proposals to be more ambitious and better aligned with our strategic objectives.



Category	Theme	Response
Pedestrian and footway safety	Request for footpath improvements across a broader area (e.g. between Oaklands and Woolmer Green).	HCC would hope to cut back vegetation and widen the footway in the first instance. HCC would hope to address this more comprehensively in the longer term. For example, adding dedicated cycle space has been proven to improve safety for all road users by providing a buffer between pedestrians and vehicles, as well as slowing down drivers, making them less likely to crash.
Pedestrian and footway safety	Requests for enhancing the proposed crossings (e.g. from uncontrolled to zebra or puffin).	Enhancing uncontrolled crossings to zebra or puffin crossings might not be adequate at side roads due to buildability issues related to construction duration and associated costs. However, HCC is considering installing tactile paving and widening these crossings. In future phases, their priority may be changed by placing them over raised tables.
Pedestrian and footway safety	Request for safer cycle routes between Oaklands and surrounding areas like Welwyn Garden City.	This is an area HCC is actively investigating, with the intention of incorporating these measures in a later phase of the project if feasible. This approach aligns with our strategic objectives and policies.

<b>Category</b>	<b>Theme</b>	<b>Response</b>
Pedestrian and footway safety	Suggestion to add iron fences/barriers/other street furniture along paths for school safety.	Slowing traffic speeds is the preferred approach. Barriers reduce opportunities for pedestrians to crossroads, occupy space meant for walking, and can be obstructive. There is a risk of individuals getting trapped on the wrong side of the barrier and being struck by vehicles. Guard railing contradicts HCC's Place & Movement Design Guide and should only be installed in specific instances where necessary, and through a departure from standards.
Parking	Request for designated drop-off zones near schools.	There are existing park and stride opportunities close to the schools. A project that encouraged people to drive to school would be against our policy objectives as outlined in LTP4 and would not get funding. We need to prove that we are encouraging modal shift away from the car and in favour of active and sustainable travel.

Category	Theme	Response
Parking	Concern for illegal parking, obstructing access points/sideroads/junctions/residential driveways.	<p>We would aim to introduce parking restrictions to discourage problematic parking along the B197. These could be enforced by Welwyn-Hatfield's parking team. Issues can be discussed with them <a href="#"><u>Report a vehicle parked in contravention – Welwyn Hatfield Borough Council</u></a></p> <p>The police offer advice for people obstructing driveways <a href="#"><u>Parking issues and abandoned vehicles   Hertfordshire Constabulary</u></a></p> <p>School parents can be reminded that park and stride locations are promoted by the school, and they can park in local car parks and the village hall at Woolmer Green.</p>
Parking	Request to extend double yellow lines.	<p>Double yellow lines may be extended at locations where visibility enhancement is required, as well as other strategic locations where appropriate to restrict parking.</p>
Parking	Concern about dangerous U-turns of vehicles parking near schools, especially on Turpins Ride.	<p>By adjusting kerb lines and encouraging use of park and stride facilities, we can discourage U-turns in the B197. It is anticipated that reducing traffic speeds would make U-turns less dangerous. However, we still aim to address this issue comprehensively.</p>

Category	Theme	Response
Parking	Request for more parking in the villages.	A project that encourages increased car usage would contradict our policy objectives as outlined in LTP4 and would not receive funding. We need to demonstrate that we are promoting a modal shift away from car use towards active and sustainable travel. There are off-road parking opportunities available in both villages
Pollution	Concern about increased air pollution because of traffic or congestion.	In the mid-term, we will be working with National Highways to discuss whether the B197 remains a suitable diversion route for the A1M.
Pollution	Concern about increased noise pollution because of traffic, raised tables, speed bumps etc.	We are reviewing the proposed use of vertical traffic calming.
General concerns and opposition	The existing situation is dangerous - needs to be improved.	HCC assesses locations countywide. Although this stretch has not been placed on the hazardous sites list, HCC is aware of excessive speeds near the school and of some incidents along the B197. For this reason, HCC aims to prevent such issues in the future. Consequently, the consulted project proposes a lower speed limit through the communities, safe crossing points, and wider footways at key locations.

<b>Category</b>	<b>Theme</b>	<b>Response</b>
General concerns and opposition	General opposition to the proposed measures (e.g. waste of money).	The proposals presented have gained community and political support at all levels. The proposals presented were broadly costed at £1m per scheme. Based on this cost assumption, we would deliver the scheme for less than the cost of four averagely priced semi-detached houses in the area. The DfT estimates that the average cost per seriously injured casualty on the roads is £178,160, and that that the average cost per fatality on the roads is £1,585,510.
General concerns and opposition	Request for side road improvements.	This would be out of scope of the current project. There is a separate proposal to reduce speed limits on a number of side roads to 20mph. If supported, this would incorporate some traffic calming on Mardleybury Road and Cannonsfield Road.
General concerns and opposition	Concern regarding the management of floodwater/surface water.	To mitigate this issue, HCC is investigating the technical aspects of the ditch located opposite Oaklands School and liaising with third parties to provide the most suitable drainage system.

## 6 Summary and next steps

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### 6.1. Feedback summary

- 6.1.1. A total of 522 valid responses were received during the four-week consultation period, comprising 512 survey submissions and 10 responses via email.
- 6.1.2. Analysis of the responses shows that, overall, the proposals were strongly supported by those who participated in the consultation exercise. Proposals to improve footways, provide new or updated crossing points and to reduce speed limits were all well supported.
- 6.1.3. Workshops at local primary schools confirmed that the key issues of speed, lack of safe crossing points and a need for wider footways are shared amongst children at the schools.
- 6.1.4. Respondents highlighted the pressing need for enhanced safety within the villages, with several comments emphasising that the current environment is unsafe and requires improvement (notably issues with illegal parking, a lack of crossing opportunities, speeding, and unsafe footways). While the proposals were all well supported, further analysis is required on the following issues requiring consideration:
- The results did indicate concerns from a small number of respondents about the proposed traffic calming measures potentially worsening congestion, noise and pollution in the area. To overcome these concerns, several suggestions by the residents were made, including the potential relocation of the existing A1(M) diversion route away from the B197 and the use of technology such as an average speed camera system to manage speeds rather than physical measures such as speed cushions.
  - Consultees also highlighted ongoing concerns relating to flooding of the highway in Oaklands, highlighting concerns that the vertical traffic calming features could worsen this situation, and that further investigation and intervention should be considered by Hertfordshire County Council in its role as local highway authority and lead local flood authority.

- Some consultees expressed a desire to see further cycling provision throughout the scheme to allow them to cycle between the villages along the B197 and to facilities in Stevenage and Welwyn Garden City.

## **6.2. Next steps**

- 6.2.1. All comments received during the consultation will be considered to help inform a decision about the scheme and any changes to the design. We will report back to the local county councillor, share this document with stakeholders, and publish it on our website alongside agreed next steps. This is expected to happen in February 2025. We will then need to formally consult on a permanent traffic regulation order to change the layout and speed of the road.

## 7 Appendices

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### 7.1. Appendix 1 – Consultation page

- 7.1.1. This Appendix contains a copy of the consultation page that was published online during the consultation period. It provided readers with information about the proposals, the consultation's timeline as well as a link to the online survey.
- 7.1.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).
- 7.1.3. For more information, please follow this link to the [consultation page](#).



## Safer Routes to School proposals in Oaklands and Woolmer Green

We are proposing improvements to make local journeys safer and easier on Oaklands and Woolmer Green.

| This consultation closed on: **Monday 7 October 2024 (11.45pm)**

Map of the proposed changes >

The proposals aim to:

- Provide more pavement space on the footway to make it safer and easier for people to walk in the local area
- Reduce the speed limit through the two communities
- Lower noise pollution levels by reducing car speeds
- Connect people to their schools, shops and local amenities without the need to use the car
- Improve the village experience in Oaklands and Woolmer Green

In February 2023, we asked for your feedback on our early proposals and have updated our designs following a careful review of the responses received. The results indicated local support for improvements, particularly safer crossing points, more space for people walking and a reduced speed limit.

View the results of [Oaklands and Woolmer Green - Early engagement \(PDF 1.49MB\)](#).

Subject to funding availability, we are proposing to:

- Create new crossing points and make improvements to existing ones
- Reduce speed limits and install speed control measures
- Widen footpaths in key areas

We are now holding a four-week consultation to collect your feedback on the updated Safer Routes to Schools proposals.

### Coming Soon

Hertfordshire County Council is also developing proposals for a 20mph Zone in Oaklands and Woolmer Green which would mean slower speeds and safer crossing on several of the residential side roads. Residents will be consulted separately on these proposals via letter. Please note that the proposals for the B197 and the 20mph zone are independent.

## 7.2. Appendix 2 – Active Travel Fund page

7.2.1. This Appendix contains a copy of the Active Travel Fund page that was published online during the consultation period. It provided readers with information about the consultation, including a brief overview of its proposals and provided links to the main StoryMaps (see Appendix 3).

7.2.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

7.2.3. For more information, please follow this link to the [Active Travel Fund page](#).

### Proposed projects

#### Oaklands and Woolmer Green

We are proposing improvements to make local journeys safer and easier in Oaklands and Woolmer Green.

The proposals aim to:

- Provide more pavement space on the footway to make it safer and easier for people to walk in the local area
- Reduce the speed limit through the two communities
- Lower noise pollution levels by reducing car speeds
- Connect people to their schools, shops and local amenities without the need to use the car
- Improve the village experience in Oaklands and Woolmer Green

In February 2023, we asked for your feedback on our early proposals and have updated our designs following a careful review of the responses received. The results indicated local support for improvements, particularly safer crossing points, more space for people walking and a reduced speed limit.

View the results of [Oaklands and Woolmer Green - Early engagement \(PDF 1.49MB\)](#).

Subject to funding availability, we are proposing to:

- Create new crossing points and make improvements to existing ones
- Reduce speed limits and introduce traffic calming measures
- Widen footpaths in key areas

The consultation on the updated Safer Routes to Schools proposals has now closed (7 October 2024). We are currently reviewing the feedback received. Thank you to everyone who participated

[More about the Safer Routes to School – Oaklands and Woolmer Green scheme](#)

#### Coming Soon

Hertfordshire County Council is also developing proposals for a 20mph Zone in Oaklands and Woolmer Green which would mean slower speeds and safer crossing on several of the residential side roads. Residents will be consulted separately on these proposals via letter. Please note that the proposals for the B197 and the 20mph zone are independent.

#### Stevenage – High Street, Old Town

### 7.3. Appendix 3 – StoryMap

7.3.1. This Appendix contains a copy of the StoryMap that was published online during the consultation period. It provided readers with detailed information about the proposals, key resources such as maps and drawings, the consultation's timeline and a link to the online survey.

7.3.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

7.3.3. For more information, please follow this link to the [StoryMap](#).

Safer Routes to School  
- Oaklands and  
Woolmer Green



Safer Routes to School - Oaklands and Woolmer Green

How to use Project Overview **Oaklands Proposals** Woolmer Green Proposals Coming Soon Maps and Drawings

**1** Village gateway

We propose to create village gateways on the Great North Road on the boundaries of Oaklands. This new feature would mark the entrance to the village with signs, providing a clear and welcoming signal to drivers that they are entering a residential area.

**2** Widened footpaths

We are proposing wider footpaths outside the school, with dedicated waiting spaces for parents. Additionally, widened footpaths throughout the rest of the project area would create safer, more accessible routes for everyone walking to the school, nearby shops, and other local destinations.

01 / 06

Safer Routes to School - Oaklands and Woolmer Green

How to use Project Overview Oaklands Proposals **Woolmer Green Proposals** Coming Soon Maps and Drawings

**3** Upgrading existing crossing points

The existing zebra crossing on London Road, near the junction with Wolvesmere, would be converted into a raised and signalised crossing with sensors. This improvement would enhance safety by ensuring pedestrians are more visible to drivers and provide a more comfortable crossing experience.

Raising existing uncontrolled crossings on London Road or installing new refuge islands would increase pedestrian safety by slowing down traffic and making it easier for people to cross the road, particularly if they have a pushchair, scooter or a wheelchair.

**3** Safer speed limit

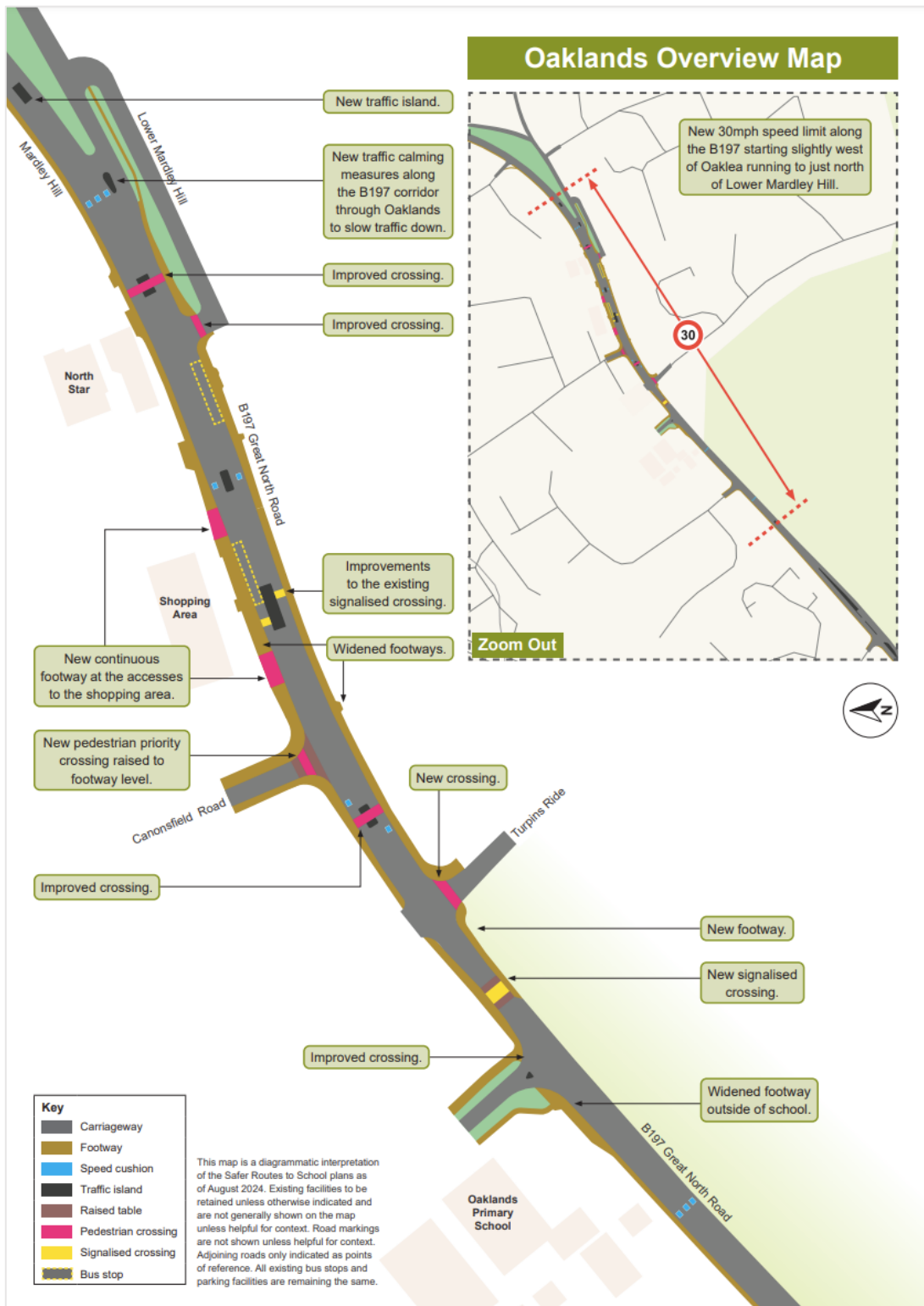
Reducing the existing 40mph speed limit to 30mph along the London Road corridor in Woolmer Green would enhance safety for all.

02 / 04

## 7.4. Appendix 4 – Public facing map

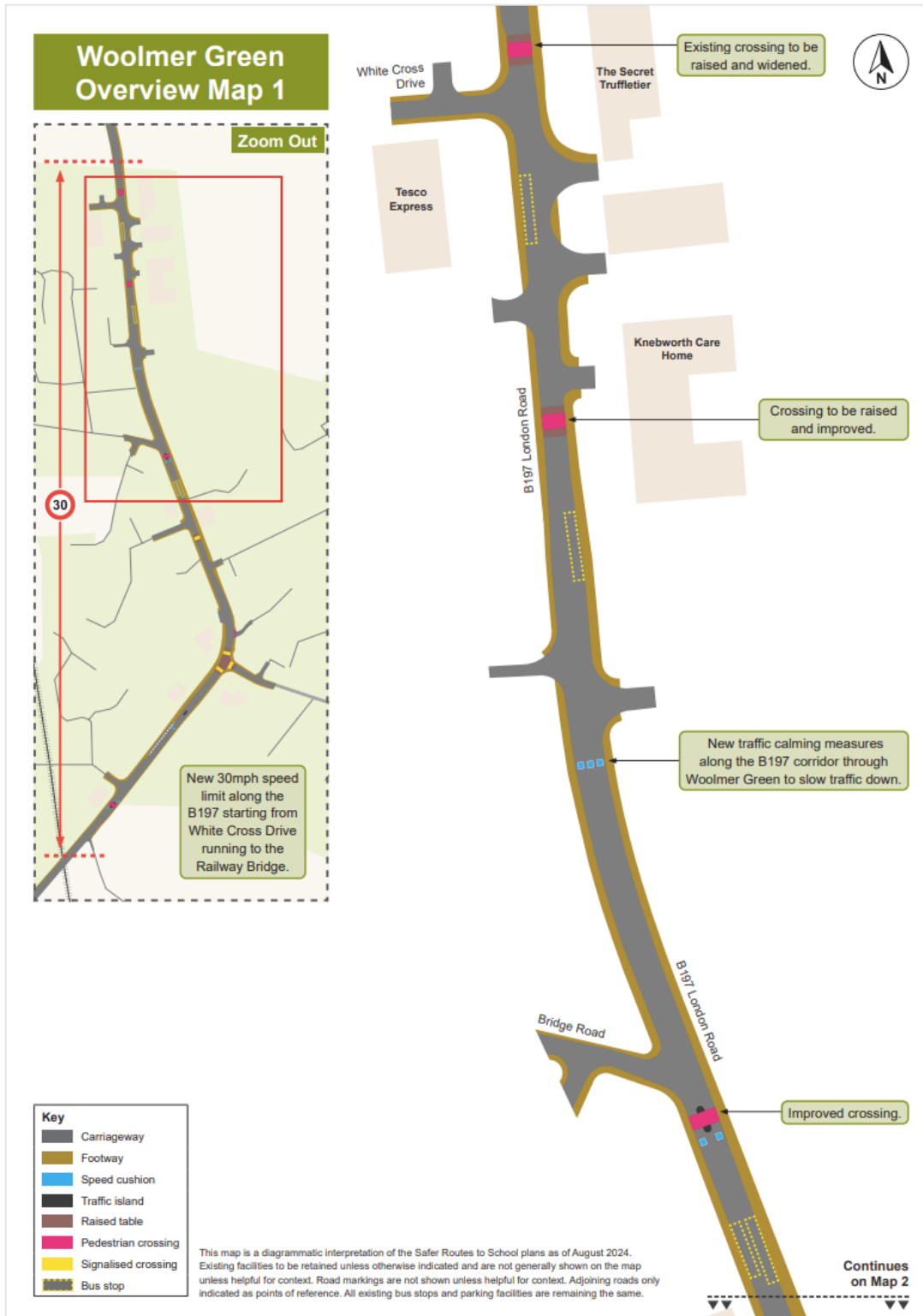
### **Oaklands**

- 7.4.1. This Appendix contains a copy of the Oaklands public facing map that was printed and published online during the consultation period. It provided readers with an overview of the Oaklands proposals.
- 7.4.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).
- 7.4.3. For more information, please follow this link to the [Oaklands public facing map](#).

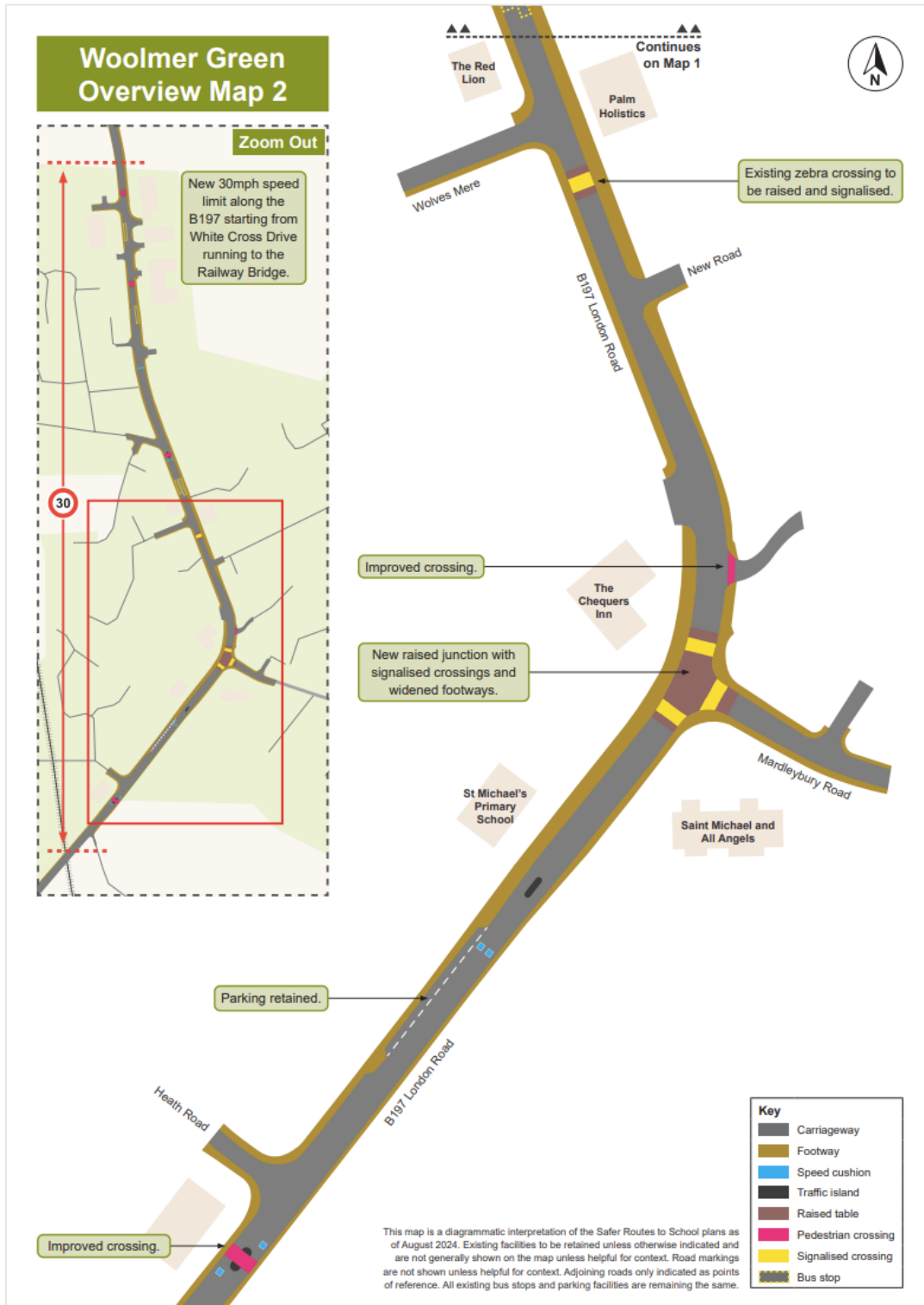


## **Woolmer Green**

- 7.4.1. This Appendix contains a copy of the Woolmer Green public facing map that was printed and published online during the consultation period. It provided readers with an overview of the Oaklands proposals.
- 7.4.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).
- 7.4.3. For more information, please follow this link to the [Woolmer Green public facing map](#).







## 7.5. Appendix 5 – CGI

7.5.1. This Appendix contains a copy of the CGI that was printed and published during the consultation period. The CGI provided an illustrative interpretation of the Woolmer Green proposals, specifically at the junction of London Road and Mardleybury Road.

7.5.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).



## 7.6. Appendix 6 – Stakeholder email

7.6.1. This Appendix contains a copy of the stakeholder email that was issued to key stakeholders during the consultation. It provided recipients with details of the consultation, including the timeline and events.

7.6.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

Consultation opens today for Safer Routes to School proposals in Oaklands and Woolmer Green

Claire Stokes1 on behalf of ATF Consultation

Reply
 Reply All
 Forward

Retention Policy Retain messages for up to 7 years then delete (7 years) Expires 08/09/2031

099xxx\_HH\_HYS\_ATF\_A4\_poster\_Sept2024\_01.pdf  
220 KB

Dear Sir / Madam,

Hertfordshire County Council has today launched a public consultation on proposals to make local journeys safer and easier in Oaklands and Woolmer Green.

In February 2023, we asked for your feedback on our early proposals and have updated our designs following a careful review of the responses received.

Subject to funding availability, we are proposing to:

- Create new crossing points and make improvements to existing ones
- Reduce speed limits and introduce traffic calming measures
- Widen footpaths in key areas

You can find full details of the proposals, along with a map, on our website [www.hertfordshire.gov.uk/consultations](http://www.hertfordshire.gov.uk/consultations).

We encourage you to provide feedback through our online survey, which will be open for four weeks from Monday 9 September to Monday 7 October 2024.

Additionally, we invite you to attend our public drop-in events, where you will have the opportunity to meet members of the project team and discuss your ideas for the area:

- 18 September 2024, 5pm to 7pm, Oaklands Primary School, AL6 0PX
- 20 September 2024, 3pm to 7pm, Woolmer Green Village Hall, SG3 6XA

If you require the consultation materials in an alternative format, you can get in touch with us by phoning our contact centre on 0300 123 4040 or via email at [ATFConsultation@hertfordshire.gov.uk](mailto:ATFConsultation@hertfordshire.gov.uk).

As well as providing your feedback, we would be grateful for any support you could offer in promoting the consultation with your network, such as through a newsletter update, social media or intranet page. We want to make sure that your community has the opportunity to hear about the proposals and have their say. We've attached the consultation poster to this email and will also be active on social media throughout the consultation period, where you're welcome to share our posts. We look forward to hearing your thoughts on our proposed improvements.

Yours sincerely,

Alistair Barclay

Project Sponsor

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

Our vision is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve Residents' lives	We work with Integrity	We act Sustainably	We champion Equality & fairness
--------------------------------	---------------------------	-----------------------	------------------------------------

## 7.7. Appendix 7 – School email

7.7.1. This Appendix contains a copy of the emails that were issued to Oaklands Primary School and Woolmer Green Primary School during the consultation. They provided recipients with details of the consultation and enquired about potential Engagement Days at the schools.

7.7.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

B197 Safe Routes to School Consultation, Engagement Day at Oaklands School

**Alister Barclay**

To: [schhead oaklandsjmi506](#)

Cc: [Brown, Laura](#); [Chi Ming Lai](#); [Anna Bonne](#)

Retention Policy: Retain messages for up to 7 years then delete (7 years)

Expires: 11/08/2031

Mon 12/08/2024 16:55

😊 ↩ Reply ↩ Reply All → Forward 📧 ⋮

Dear Mr **Hassan**,

Hope your summer is going well.

Following on from our meeting a couple of months ago, we would like to arrange a day to come in to run some engagement activities at the school.

The consultation begins on 9 September and we would be looking to book in a day shortly after that while allowing the school to get going with the new academic year.

Would either 17 September, 18 September or 19 September work best for the school?

Just to outline what the day could potentially involve:

- An assembly to discuss travelling to school healthily and safely and how we can all help in making the environment around the school safe
- STEM based workshops through the day (possibly focusing on KS2) discussing how designs become real, taking a look at the plans and coming up with ideas. We are considering bringing along an illustrator to bring class ideas to life
- A lunchtime focus session with the school council or eco club – however I don't know whether these will have been appointed so early in the year
- After school drop-in for parents
- Later drop-in session for the Oaklands community (can you advise on timings for this as I am presuming this would need to be after certain after-school activities).

Do let me know what you think might be possible and if you have any further ideas.

Regards

Alister

**Alister Barclay**

Strategy and Programme Manager | Transport for Hertfordshire | Growth & Environment

Hertfordshire County Council

Office Address: Farnham House, Six Hills Way, Stevenage SG1 2ST

Postal Address: County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point CHN204

T: 01992 658172 (internal 58172) E: [alister.barclay@hertfordshire.gov.uk](mailto:alister.barclay@hertfordshire.gov.uk)

Our vision is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve Residents' lives	We work with Integrity	We act Sustainably	We champion Equality & fairness
-----------------------------	------------------------	--------------------	---------------------------------

FAO Mrs Martin: Safer Routes to School Highways Improvements, Woolmer Green



**Alister Barclay**  
To: schadmin woolmergreen505  
Cc: Anna Bonne, Chi Ming Lai

Retention Policy: Retain messages for up to 7 years then delete (7 years)

Expires: 11/07/2031



Fri 12/07/2024 12:11

You replied to this message on 17/09/2024 10:09.

Dear Mrs Martin,

I appreciate that it is unlikely that we will be able to meet before the end of term now. However, I would like to give an update on our plans for making the space around the school safer and encouraging active travel to school.

We are planning on consulting on our proposals from 9 September when the school is back for the new academic year, so we can fully engage with the school community.

The focus of the proposals are reducing the speed limit along London Road through Woolmer Green from 40mph to 30mph, putting in speed control measures including a village gateway, speed cushions and raised crossings, signalling the junction with Mardleybury Road, converting the zebra crossing between Wolves Mere and New Road to a signalised crossing and increasing footway widths where we are able to by extending kerb lines. As part of Hertfordshire County Council's 20mph programme, it is also proposed that several side roads have 20mph speed limits.

We will not be progressing plans for a cycle lane. This would have necessitated a disruptive road closure.

We will concurrently consulting on the Oaklands and Woolmer Green projects, though (depending on the outcome of the consultation) it is likely that the Oaklands proposals will be delivered first.

Ideally we would like to work with the school during the consultation period. Do let me know if there is an opportunity to discuss this further over the summer break or at the start of next term. This could potentially involve an assembly, class workshops, the school hosting an event for parents and possibly also for the wider community.

Regards

Alister

**Alister Barclay**

Strategy and Programme Manager | Transport for Hertfordshire | Growth & Environment  
Hertfordshire County Council

Office Address: Farnham House, Six Hills Way, Stevenage SG1 2ST

Postal Address: County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point CHN204

T: 01992 658172 (internal 58172) E: [alister.barclay@hertfordshire.gov.uk](mailto:alister.barclay@hertfordshire.gov.uk)



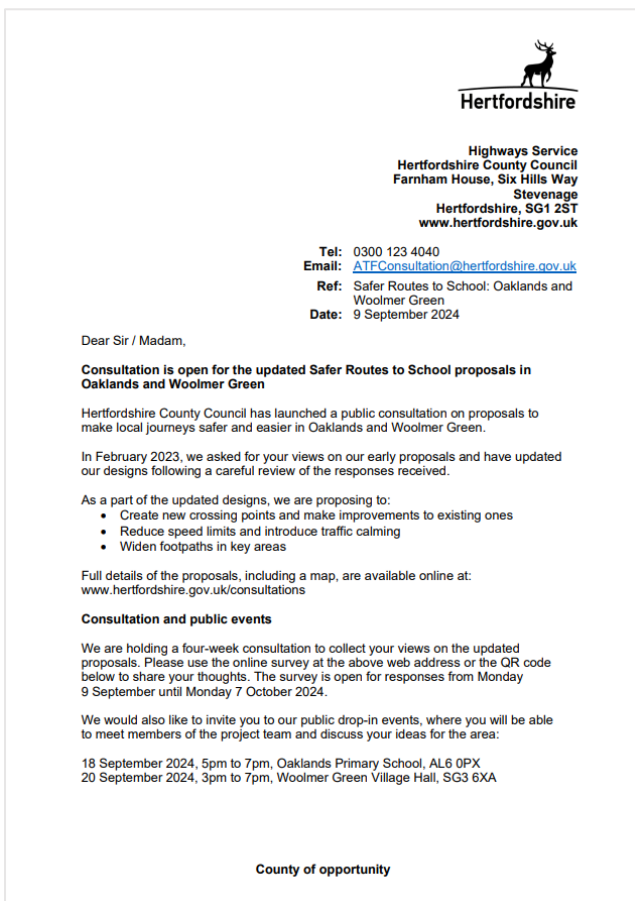
Our vision is to create a cleaner, greener and healthier  
Hertfordshire, guided by our RISE values



## 7.8. Appendix 8 - Letter to residents/businesses

7.8.1. This Appendix contains a copy of the letter that was issued to Oaklands and Woolmer Green residents during the consultation. They provided recipients with details of the consultation and instructions on how they could submit feedback.

7.8.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).



If you require the consultation materials in an alternative format, you can get in touch with us by phoning our contact centre on 0300 123 4040 or via email at [ATFConsultation@hertfordshire.gov.uk](mailto:ATFConsultation@hertfordshire.gov.uk).

We look forward to hearing your thoughts on our proposed improvements.

Yours faithfully



Alister Barclay  
Project Sponsor



[www.hertfordshire.gov.uk/consultations](http://www.hertfordshire.gov.uk/consultations)

For live traffic information and news across Hertfordshire,  
please follow us on social media and subscribe to our Highways  
UpdateMe bulletins.

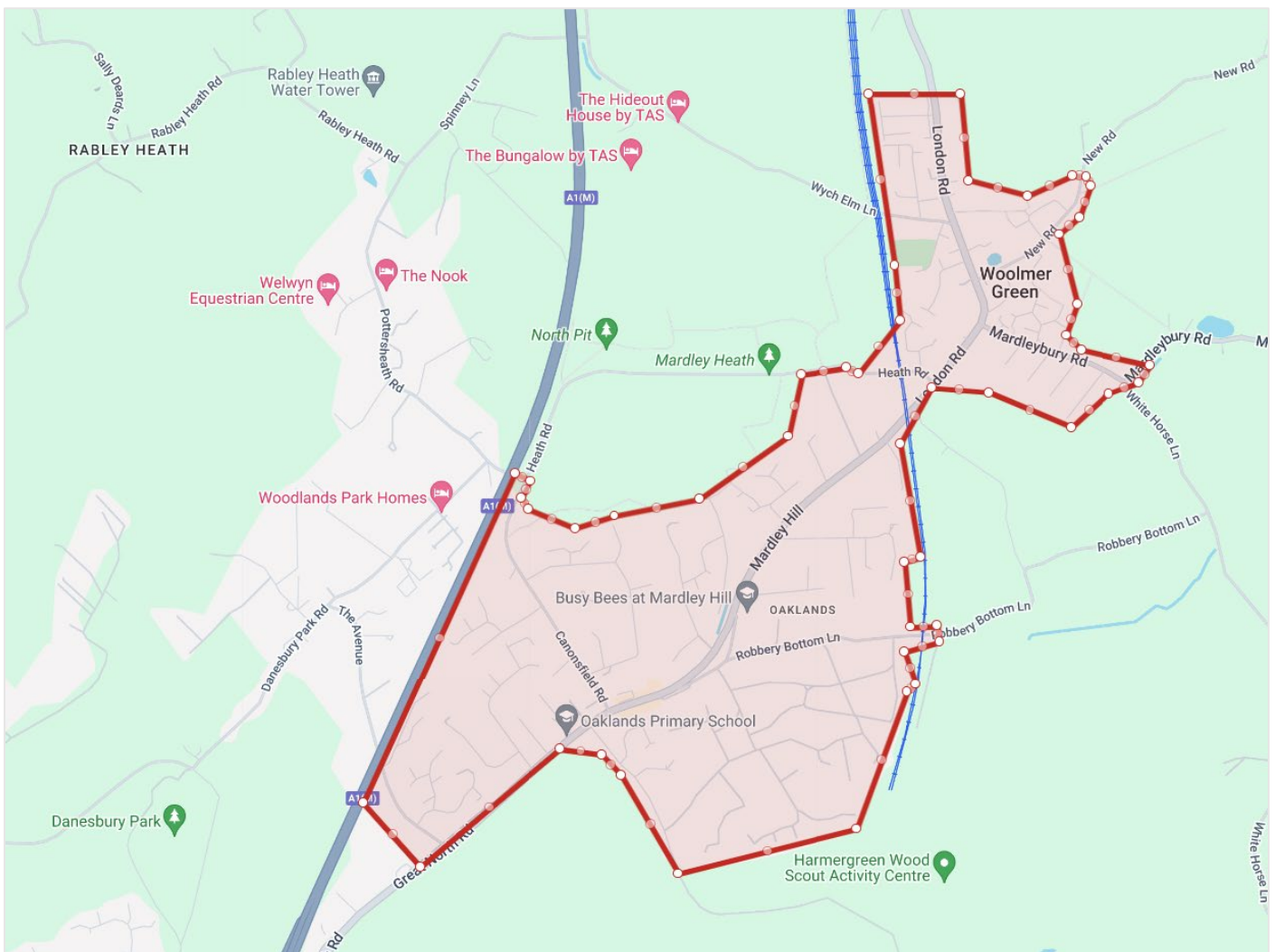


County of opportunity

## 7.9. Appendix 9 – Letter distribution area

7.9.1. This Appendix contains a copy of the distribution area that was used to deliver the consultation letters (see Appendix 8).

7.9.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).



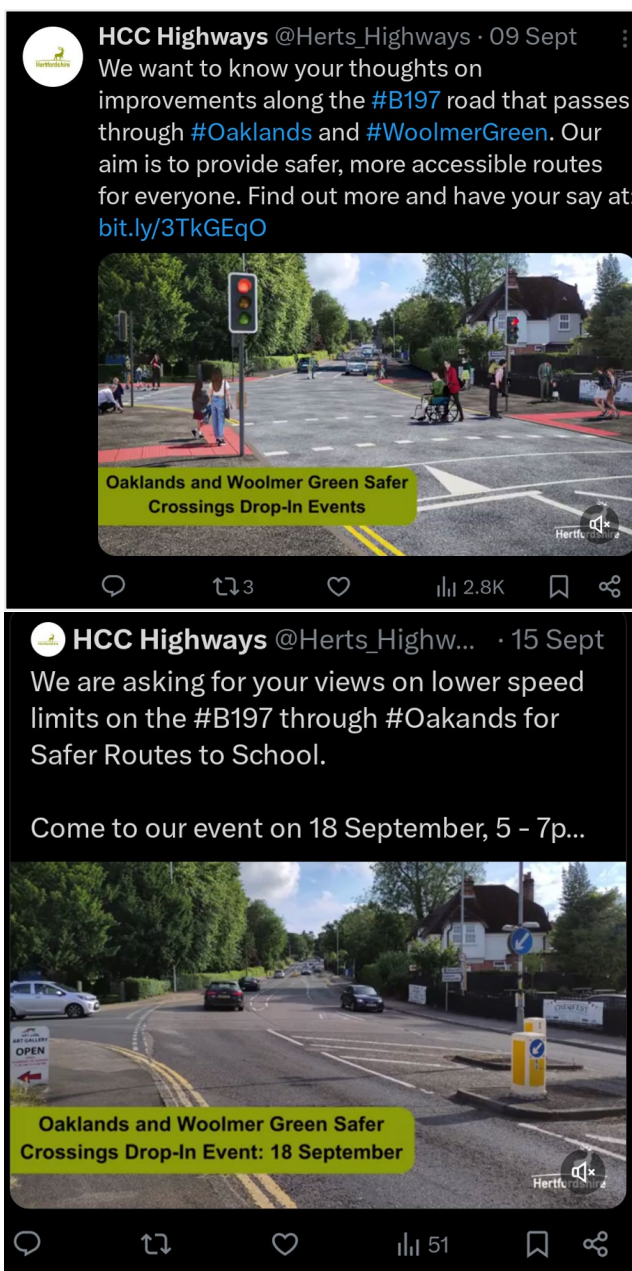
(1,885 addresses)



## 7.10. Appendix 10 – Social media posts

7.10.1. This Appendix contains copies of social media posts that were posted during the consultation period on Facebook and X. The posts provided details for the online consultation page and instructions on how readers could provide their feedback.

7.10.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).




**Hertfordshire County Council** 9 Sept · 🌐

A new speed limit is being proposed in Oaklands and Woolmer Green as part of our Safer Routes to School project. Let us know your thoughts 🗨️

**Hertfordshire Highways** · Follow 9 Sept · 🌐

We want to know your thoughts on improvements along the **#B197** road that passes through **#Oaklands** and **#WoolmerGreen**. Our aim is to provide safer, more accessible routes for everyone. Find out more and have your say at: <https://bit.ly/3TkGBeC>



Like Comment Send Share


8

**Hertfordshire Highways** 15 Sept · 🌐

We are asking for your views on lower speed limits on the **#B197** through **#Oaklands** for Safer Routes to School.

Come to our event on 18 September, 5 - 7pm at Oaklands Primary School, AL6 0PX to find out more.

Have your say at: <https://bit.ly/3TkGBeC>



Like Comment Send Share

## 7.11. Appendix 11 – Blog post

- 7.11.1. This Appendix contains a copy of the blog post that was published online during the consultation period. It provided readers with an overview of the consultation and detailed how they could provide their feedback through the survey.
- 7.11.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).
- 7.11.3. For more information, please follow this link to the [Blog Post](#).

# New speed limit proposed on B197 to make local journeys safer for children and families.

Published: 09/09/2024 10:00:00

## New speed limit proposed on B197 to make local journeys safer for children and families.

Hertfordshire County Council want to hear from residents in Oaklands, Woolmer Green and surrounding areas on proposed changes aimed at making local journeys safer and for it to be easier to walk, wheel and cycle.

The changes, which form part of the council's Safer Routes to School project, would see a new reduced 30mph speed limit introduced along the B197 Great North Road from Oaklands School to just past the North Star pub and also on London Road in Woolmer Green. Other measures include new and upgraded crossing points as well as footpaths being widened.

The new consultation goes live today (Monday 9 September) and is open until Monday 7 October at [www.hertfordshire.gov.uk/consultation](http://www.hertfordshire.gov.uk/consultation)

Two public drop-in events are also taking place on the dates and times below, where residents can learn more about the projects and speak directly with the project team.

## 7.12. Appendix 12 – Outdoor banner

7.12.1. This Appendix contains a copy of the outdoor banner that was printed and installed in Woolmer Green during the consultation period. It included a QR code and a link to the consultation page, along with a brief introduction to the proposals.

7.12.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).





An artist's impression of the proposals in Woolmer Green

# Safer journeys for schoolchildren here

The local community has asked Hertfordshire County Council to consider highway improvements in **Oaklands** and **Woolmer Green**.

## Have your say



Scan the QR code or visit

[www.hertfordshire.gov.uk/consultations](http://www.hertfordshire.gov.uk/consultations)

Survey closes on Monday 7 October 2024

### 7.13. Appendix 13 – Press articles

7.13.1. This Appendix contains a copy of the press article from the Welwyn Hatfield Times that was published during the consultation.

7.13.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

7.13.3. For more information, please follow this link to the [Welwyn Hatfield Times](#) article.

**Welwyn Hatfield TIMES** Subscribe Digital Edition

**News** Sport Things to do Lifestyle Property Offers Announcements

News Crime Traffic & Travel Local Council Business Weather Health Housing Education Obituaries UK News

**Why am I always alone?**

**NSPCC**

Thousands of children will contact Childline with devastating questions this Christmas. £20 could help answer 5 calls.

**Donate now**

## New speed limit proposed for Welwyn and Woolmer Green roads

9th September

TRAFFIC WELWYN

Google Workspace

**Get AI image**

## 7.14. Appendix 14 – Poster

- 7.14.1. This Appendix contains a copy of the poster that was displayed in community venues during the consultation period. It provided readers with an overview of the consultation activities, including its timeline and channels for feedback.
- 7.14.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

# Safer journeys for schoolchildren here

The local community has asked Hertfordshire County Council to consider highway improvements in **Oaklands** and **Woolmer Green**.

## Have your say

The proposals would make local journeys safer and easier in Oaklands and Woolmer Green and we would like your feedback.



To get involved, please scan the QR code or visit [www.hertfordshire.gov.uk/consultations](http://www.hertfordshire.gov.uk/consultations) by 7 October 2024.

You can also join us at our drop in events:

18 September 2024,  
5pm to 7pm  
Oaklands Primary School,  
AL6 0PX

20 September 2024,  
3pm to 7pm  
Woolmer Green Village Hall,  
SG3 6XA





## 7.15. Appendix 15 – Survey

- 7.15.1. This Appendix contains a copy of the survey that was published online during the consultation period and was also available in hard copy format at the consultation events.
- 7.15.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).



### Safer Routes to School, Oaklands and Woolmer Green

1. To what extent do you agree or disagree with the proposed Safer Routes to School improvements in Oaklands and Woolmer Green? *Please select one option.*

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

2. To what extent do you agree with the following key features of the proposal in Oaklands and Woolmer Green? *Please select one option per feature. This question is optional.*

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Create new crossing points and improve existing ones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce speed limits from 40mph to 30mph in the villages and introduce traffic calming measures such as speed humps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve footways, including widening and resurfacing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Are there any elements of the proposed designs that you particularly support? *Please describe these below. This question is optional.*



**4. Are there any elements you think need further consideration?** *Please describe these below. This question is optional.*

### About you

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

**1. Please provide the first 5 letters/numbers of your postcode**

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**2. Please select the option from the list below that best represents the capacity in which you are responding.** *Please select one option.*

- An Oaklands resident
- A Woolmer Green resident
- A Hertfordshire resident from outside of Oaklands and Woolmer Green
- A resident from somewhere else
- A business owner or representative
- A representative of a local community group or residents' association
- On behalf of a Borough / District Council
- A Borough or County Councillor
- On behalf of an educational establishment, such as a school or college
- On behalf of a charity, voluntary or community sector organisation (VCS)
- Other (*please specify*): \_\_\_\_\_



**3. If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation.**

\_\_\_\_\_

**4. How did you find out about the consultation? (Please select one method)**

- Letter delivered to my home / business
- An email from Hertfordshire County Council
- Social media
- Friend or relative (word of mouth)
- Flyer
- Banner / poster
- From my Borough / District Council
- Hertfordshire.gov.uk website
- From a local business
- From a local community group
- Other (please specify): \_\_\_\_\_

**5. Thinking about your normal travel habits, which modes of transport do you use the most when traveling in Oaklands and Woolmer Green? Please tick all that apply.**

- Bicycle
- Walking
- Using a mobility aid such as a wheelchair or mobility scooter
- Bus
- Train
- Motorbike
- Private car – as a driver
- Private car – as a passenger
- Taxi – as a driver



Taxi – as a passenger

Van or lorry

**6. Please indicate your age.**

Under 24

25-34

35-44

45-54

55-64

65-74

75 and above

Prefer not to say

**7. How would you describe your gender?**

Female

Male

Other

Prefer not to say

**8. Are your day-to-day activities limited because of a health problem or disability?**

Yes, limited a lot

Yes, limited a little

No

Prefer not to say

**Thank you for taking the time to complete this survey.**

## 7.16. Appendix 16 - Full frequency coding table

7.16.1. This Appendix contains a copy of the full frequency coding table that shows the frequency of each code/theme from the open text questions. It provides a breakdown of recurring themes and key issues raised during the consultation.

7.16.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).

**Table 4 Are there any elements of the proposed designs that you particularly support?**

Code	Frequency	Percentage
General support for reduced the speed limits	96	22%
Support for new crossing points	40	9%
Support for upgrading existing crossings (e.g., converting zebra crossings to signalised crossings)	36	8%
Support for footpath improvements, including widening and better maintenance (e.g., cutting back vegetation).	31	7%
Existing situation is dangerous - needs to be improved	31	7%
General support for all proposed measures	27	6%
Support for visual traffic calming measures such as road markings and village gateways	19	4%
Statements emphasising the importance of safety for children, pedestrians and the local community	16	4%
General support for all crossing improvements	15	4%
Request to extend reduced speed limits throughout the B197 corridor (e.g., all of Oaklands)	13	3%
Support for physical traffic calming measures such as speed cushions, raised junctions and traffic lights	13	3%
General opposition to proposed measures	8	2%
Request for a 20-mph speed limit (including in school zones during morning and afternoon hours)	7	2%

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Request for additional crossing points (refer to specific comments)	7	2%
Opposition to speed cushions and other physical traffic calming measures	7	2%
Concern about illegal parking blocking access points, side roads, junctions, and residential driveways	5	1%
Concerns about specific crossings (note which ones, e.g., Turpins Ride).	5	1%
Request for additional speed cameras	5	1%
Opposition to footpath improvements - not necessary	4	1%
Belief that speed limit reduction is unnecessary	3	1%
Support for raised pedestrian crossings to improve safety	3	1%
Concern about increased congestion due to new traffic lights or calming measures	3	1%
Concern about existing flooding issues—needs improvement	3	1%
Comment was not applicable	3	1%
Concern that reduced speed limits may increase pollution (e.g., due to idling)	2	0%
Request for improved parking facilities near schools	2	0%
Concerns about specific footway modifications reducing space for U-turns (note specific locations, e.g., Turpins Ride).	2	0%
Belief that new or upgraded crossings are unnecessary	2	0%
Suggestions to improve motorist safety (e.g., trimming overgrown hedges)	2	0%
Support for slower traffic to encourage cycling	2	0%
Suggestion to redirect funds to other needs (e.g., pothole repairs, widening the A1M)	2	0%
Concern that the proposed measures will worsen existing inconveniences	2	0%

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Out of scope: side road improvements or other village access	2	0%
Concern over dangerous U-turns by vehicles near schools, especially on Turpins Ride	1	0%
Opposition to road narrowing	1	0%
Request to enhance proposed crossings (e.g., upgrading uncontrolled crossings to zebra or puffin crossings)	1	0%
Belief that proposed crossings are the wrong type (note suggested alternatives and locations)	1	0%
Concern over visibility for drivers (e.g., "edging out" due to poor sightlines)	1	0%
Suggestion for enhanced cycling infrastructure to promote cycling in villages (e.g., cycle paths, shared-use paths, and cycle parking)	1	0%
Comment unrelated to the question.	1	0%
Out of scope: improvements along Monks Walk/Sherrardswood School	1	0%
Out of scope: request for police training drills on the B197 to be relocated due to safety concerns with speeding cars	1	0%

**Table 5 Are there any elements you think need further consideration?**

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Request for the reduced speed limit to be extended beyond current zones in the B197 corridor (e.g. all of Oaklands, Great Northern Rd, Mardley Hill)	61	9%
Opposition to speed cushions and other physical traffic calming measures	39	6%
Concern that proposed measures (inc. speed limit reductions, calming measures, new crossings or traffic lights) would increase traffic congestion	33	5%



<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Not applicable	31	4%
Issues related to the diversion of the A1M traffic through local roads	27	4%
Request for improved footpath maintenance	23	3%
Suggestion for improve cycle infrastructure to encourage more cycling in the villages (e.g. cycle paths, shared use paths, cycle parking)	20	3%
Request to extend double yellow lines (note where in comment box)	20	3%
Request for further speed limit reduction in school zone (e.g. 20mph during mornings and afternoons)	19	3%
Concern for illegal parking, obstructing access points/sideroads/junctions/residential driveways	18	3%
Request for wider footpaths	18	3%
Suggestion for visual measures to improve road safety/traffic (e.g. signage, lighting, road markings)	18	3%
Request for additional speed cameras	16	2%
Concerns about specific crossings (e.g., Turpins Ride - note in comments which ones)	15	2%
Broad suggestion for 20mph site-wide speed limit	14	2%
Requests for enhancing the proposed crossings (e.g. from uncontrolled to zebra or puffin)	14	2%
General opposition to the proposed measures (e.g. waste of money)	14	2%
Out of scope - side road improvements/other village access	13	2%
Request for footpath improvements across a broader area (e.g. between Oaklands and Woolmer Green)	12	2%
Concern about increased air pollution because of traffic or congestion	12	2%
Request for designated drop-off zones near schools	11	2%

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Suggested measures (e.g. traffic lights, traffic calming) are counterproductive to traffic calming/cause frustration	11	2%
Request for other measures to improve safety at junctions (e.g. mini roundabout at Canonsfield Road)/Wrong type of junction treatment	11	2%
Response not related to question / expressing general support	11	2%
Concern about dangerous U-turns of vehicles parking near schools, especially on Turpins Ride	10	1%
Proposed crossings are the wrong types (note in comments which ones)	10	1%
Concern about fast vehicle speeds on Mardley Hill	10	1%
Suggestions for new or relocated crossings (note where in comment box)	9	1%
General opposition to new or enhanced crossings - unnecessary/just use existing crossings (if specific note in comments)	9	1%
Request to improve visibility at junctions, especially at Oklea, Turpins Ride and exits to B197	9	1%
Concern over access to a specific local road (note which in comment box)	9	1%
Concern about increased noise pollution because of traffic, raised tables, speed bumps etc	9	1%
Suggestion for alternative, more lenient speed limit rules (e.g. 30mph during school hours, 40mph otherwise)	8	1%
Concern about the amount of parking, particularly around schools - more parking is needed	8	1%
General opposition to removal of parking	8	1%
Concern regarding congestion caused by bus stops - bus stop positions etc. (including suggestions)	8	1%
General opposition to the reduced speed limit	7	1%

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Suggestion to add iron fences/barriers/other street furniture along paths for school safety	7	1%
Out of scope - comment on 3rd party service provider or stakeholder (e.g. bus company, council services, property developments)	7	1%
Concerns about specific areas where the footway is modified (e.g., Turpins Ride - space reduced for U-Turn manoeuvres- note in comments which ones)	6	1%
Concern regarding the impact of congestion/traffic calming measures on emergency vehicles	6	1%
Request for safer cycle routes between Oaklands and surrounding areas like Welwyn Garden City	6	1%
Concern over raised crossings/continuous pavements	6	1%
Concerns about infrastructure supporting new developments	6	1%
Suggestions for other parking solutions	5	1%
Opposition to road narrowing	5	1%
Concern regarding the management of floodwater/surface water	5	1%
Criticism of the Council or consultation activities	5	1%
Support for the walking bus, park and stride	4	1%
Suggestion for school crossing patrol (e.g. a lollipop person)	4	1%
Concern about the negative impact of reduced speed limits on pollution (e.g. more idling)	4	1%
Out of scope - improvements along Monks Walk / Sherrardswood School	4	1%
Out of scope - Request for police training drills on B197 to be relocated - concern for safety with speeding cars	4	1%
Opposition to footpath widening	3	0%

<b>Code</b>	<b>Frequency</b>	<b>Percentage</b>
Other comment on village gateway, village environment, or other miscellaneous concern	3	0%
Suggestion for filter lanes to make it easier to turn into side roads / at junctions	2	0%
Request for additional raised crossings/continuous pavements	2	0%
Money should be spent elsewhere like potholes, making the A1M wider	2	0%
Concern about the effect of the project construction on locals (e.g. shop owners, businesses, residents)	2	0%
Suggestion for more hatching to prevent overtaking	1	0%
Suggestion for narrowing roads near crossings to slow traffic instead of adding traffic lights	1	0%
Concern about the effect of the new housing development on traffic or congestion	1	0%

## 7.17. Appendix 17 - Organisation Survey Responses

- 7.17.1. This Appendix contains a summary of the organisation survey responses, highlighting key feedback and recurring themes from stakeholders who participated in the consultation.
- 7.17.2. We are committed to ensuring this document is accessible to all. If you require the information in this Appendix in an alternative format, such as large print, audio, or braille, please do not hesitate to contact our helpdesk. You can reach us via email at [atfconsultation@hertfordshire.gov.uk](mailto:atfconsultation@hertfordshire.gov.uk).
- 7.17.3. 20's Plenty for Digswell (two responses)
- Felt the plans would encourage safer streets.
  - Concerned about the impact of speed bumps.
  - Requested more enforcement such as speed cameras.
  - Suggested making all residential areas 20mph (as per UN guidance).
- 7.17.4. Bus Users Group Stevenage
- Suggested a reduction of speed limit to 30mph through Woolmer Green as well as the addition of zebra crossings.
  - Suggested that speed bumps be avoided as they could impact buses and emergency vehicles, especially with high traffic volumes.
  - Would prefer speed cameras over speed bumps.
  - Suggested that bus operators be consulted to assess what impact the proposals may have on scheduled service times.
- 7.17.5. Hertfordshire Constabulary
- Supported the inclusion of speed-reducing measures to help encourage greater speed compliance.
  - suggested that consideration be given to managing signal-controlled locations to optimise flow on the B197 when it is being used as a diversion route.
- 7.17.6. Knebworth Football Club
- Supported the proposals as they would benefit members, visiting teams and officials.
  - Suggested that reduced speeds would help cars safely exit side roads and venues.

- Supported the new crossing points as they would benefit members who walk and cycle to football activities.
- Requested the urgent installation of the crossing between Tesco and Lessiters to provide a safe crossing point for their members (especially young children who use the Lessiters site for training).

7.17.7. Oaklands Primary School

- Supported the lower speed limit as it would be safer for the school children.
- Supported the widening of the footways as they would help people when walking to school and the shops.

7.17.8. Office of the MP (Welwyn Hatfield)

- Strong support for the whole package of measures.
- Travels frequently on the B197 and suggested that many local residents are concerned about the current speed limit and the lack of appropriate crossings.

7.17.9. St Johns C of E Primary School

- Support for the proposals to make it easier and safer for children of the school to cross the road.
- Suggested a crossing patrol officer at the beginning and end of the school day.

7.17.10. Welwyn Hatfield Borough Council

- Strongly agrees with the key proposals.

7.17.11. Welwyn Parish Council

- Supports lowering speed limits:
  - o "The Clock" roundabout to Oaklea: from national limit to 40mph.
  - o Oaklea to past The North Star: from 40mph to 30mph.
- Endorses improved crossings, especially the new signalised crossing near the school, for enhanced safety.
- Approves the "village gateway" concept to reinforce a community identity.
- Welcomes widened/new footways, particularly near the school, to promote walking and safety.
- Supported further review of surface water drainage at Turpins Ride to address ongoing pedestrian and traffic issues.

- Supported creation of a 20mph zone near Oaklea to past The North Star and requests prompt implementation, including nearby roads like Canonsfield Road and Turpins Ride.
- Requested re-evaluation and relocation of the Oaklea speed/safety camera to monitor the revised 30mph limit.
- Recommended a raised crossing at Turpins Ride for pedestrian safety and asked for confirmation and updated diagrams.
- Suggested reviewing ramp plans replacing shop steps, proposing alternatives like steps and ramp combination with handrails.
- Sought clarification on whether bus stops near The North Star and shops will remain and if lay-bys will be included to avoid road blockage.
- Highlighted concerns about access and delivery disruptions for shops during roadworks, urging careful planning and dialogue with proprietors.
- Requested assurance that existing parking spaces for delivery vehicles and customers will remain unaffected.
- Encouraged formalising the “park and stride” scheme using The North Star’s car park for school drop-offs.
- Requested inclusion of the “town twinning” sign in the final village gateway design.
- Seeks confirmation that the Parish Council notice board near the shops will remain unaffected.
- Urged a holistic review of speed limits and traffic flow on the B197 from Digswell Hill to The Avenue to improve consistency and safety.
- Recommended box junctions and peak-time signalisation at key congestion points to ease traffic egress from Welwyn village.
- Called for a robust contingency plan for managing B197 traffic during A1(M) closures.
- Expressed appreciation for the opportunity to comment and looks forward to future collaboration on the project.

#### 7.17.12. Woolmer Green Parish Council

- Suggested that the school and Parish Council have campaigned for many years for a 30mph speed limit.
- Supported the measures to reduce speed and make crossing the road safer.

- Noted that Kellard House owners were obligated to install a puffin crossing under the s278 agreement, which remains unfulfilled; urges inclusion of this crossing in the scheme and its installation by the owners.
- Objected to the proposed access road north of the chocolate factory for a 150-dwelling development, citing planning inspector recommendations for access via the car dealership site to preserve the green belt and improve safety.
- Suggested traffic lights at the Mardleybury Road junction as a safer alternative to signalised crossings.