

# TRANSPORT VISION 2050 AUTUMN 2016 CONSULTATION REPORT

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Environment  
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# TRANSPORT VISION 2050 - AUTUMN 2016 CONSULTATION REPORT

## 1 INTRODUCTION

This report presents a summary of feedback from the Transport Vision Public Engagement in Autumn 2016, and explains how it will inform the LTP4 strategy finalisation in 2017.

The Transport Vision 2016 Public Consultation ran from 23 September 2016 to 14 December 2016 and received 1,243 responses. The purpose of the consultation was to gather views on the proposed strategic transport objectives and principles as well as proposed policy options and major schemes. Views were also sought on how the County Council could achieve modal shift and increased investment in sustainable transport provision.

Three impact assessments were undertaken on the proposed objectives and principles, policy options and major projects, a Strategic Environmental Assessment, Equalities Impact Assessment and Habitats Regulation Assessment. Further detail on these assessments can be found in Section 7.

## 2 COMMUNICATIONS

A communications strategy and action plan was developed to support and promote the Transport Vision 2050 consultation effectively and efficiently through internal and external communications. The aim was to raise awareness of the consultation and encourage participation to achieve a positive number of completed online consultation survey responses.

The communications strategy sought to identify and engage with the correct stakeholder groups, to explain the challenges we face in Hertfordshire over the next 35 years and show residents and stakeholders that we are committed to provide a transport network that keeps residents and commuters moving and continues to allow economic growth.

### 2.1 Audience

Overall promotion of the consultation was to a wide range of audiences including the local population and transport users. The communication strategy aimed to identify suitable stakeholder groups who could offer valuable feedback to the content of the Transport Vision, with particular attention paid to identifying and contacting key stakeholders whose views on the proposals were of particular interest. These key stakeholders are listed below:

#### Key Stakeholders

- District and Borough Councils
- MPs
- Hertfordshire Local Enterprise Partnership
- Local airport operators
- National Transport Organisations (i.e. Highways England, Network Rail)
- Neighbouring Local Authorities
- Business Groups and Organisations
- HCC Public Health Team

- Environmental Bodies

## 2.2 Communication Methods

Several methods of communication were used for specific target audiences. Additional effort was put into encouraging a response from the key stakeholders and included, for example, arranging individual meetings with District and Borough Councils. As well as meetings, the following communication methods were also used;

- Magazine advertisements
- Magazine articles
- Internal newsletter updates
- Individual promotional emails targeting particular stakeholders
- Posters displayed in libraries across Hertfordshire
- External newsletter updates
- Social media
- Networking and promotional activities
- Easy read version of consultation document
- Press releases

Further effort was placed in ensuring engagement with local businesses, and included an article submission to the Biz4Biz Insight magazine. Tailored emails were sent out via the Hertfordshire Chamber of Commerce, the Hertfordshire LEP and Hemel Hempstead Business Ambassadors Groups contacts list. A presentation was also taken to the LEP Strategic Infrastructure Board. The Transport Vision Consultation was also promoted at two business networking events and at the Hertfordshire Assembly.

Promoting and engaging with young people was also important in ensuring their perspective on the Transport Vision. Workshops were set up at youth groups where attendees discussed the Transport Vision content and completed surveys. A presentation was also sent to the Youth Parliament for dissemination to its members.

## 2.3 Media Strategy

Raising awareness of the consultation was a key aim of the communications plan. Working with the HCC Communications Team a media strategy was developed to promote the consultation and seek to increase survey responses particularly from the local public. The local media were involved which resulted in several newspaper articles being published, to draw attention to the online consultation survey. Regular updates were also posted on to social media websites Twitter and Facebook, as well as a news story on the homepage of the HCC website for the whole consultation period. Infographics and text were posted to social media sites frequently and were carefully monitored to gauge responses and reactions, this enabled the County Council to tailor further posts in response to what was being discussed and therefore obtain maximum engagement.

### 3 SUMMARY OF CONSULTATION COMMENTS WITH HCC RECOMMENDATIONS

The following table summarises the key messages from the engagement feedback, and how this will be factored into the development of the Local Transport Plan. More detailed consultation comments can be found in Section 5, and a summary of the full consultation responses from the Key Stakeholders can be found in Appendix 2.

Broad Issue Raised	HCC Officer Response
<p><b>1. Is the Vision outlined sufficiently ambitious? Both in terms of being enough to address the challenges (notably growth) and deliver its aims (notably modal shift).</b></p>	<p>In addition to the updated/refined content of the consultation material, the draft strategy will include the full range of HCC transport policies, planned major development sites (plus associated transport mitigation) and likely/planned transport improvements. This will provide a fuller picture of the transport strategy and hopefully give greater reassurance that it is sufficient to address the challenges identified and deliver the LTP objectives.</p> <p>Further development of LTP content concerning future housing growth scenarios, drivers of future change (such as technology) and demand management also offer the potential to convey a more ambitious future Vision considered capable of addressing the challenges and objectives.</p>
<p><b>2. Lack of content on growth post 2031. LTP should be informing this debate and looking at implications of differing growth options, and how it can align with a sustainable transport system.</b></p>	<p>The Vision Stage 2 report (<a href="https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/tv-stage-2-technical-report.pdf">https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/tv-stage-2-technical-report.pdf</a> ) considered three broad land use planning scenarios post 2031. The LTP Strategy will build on this work to feature a more detailed commentary on how the Strategy supports/aligns with these, and the relative pros and cons of various growth scenarios for the county's transport system.</p>
<p><b>3. Inadequate consideration shown of changes to future travel behaviour (i.e. technology).</b></p>	<p>The LTP will include an updated consideration of the future 'drivers of change' and what these could mean for Hertfordshire. It will consider what this could mean for future travel supply and demand, and appraise how the strategy aligns with various feasible future scenarios. It will highlight how key elements of the strategy can be made more adaptable to future changes.</p>
<p><b>4. Position on East West links in north half of county (M1-Luton-Stevenage-M11-Stansted), and identifying schemes to address the challenges.</b></p>	<p>This issue will be made more prominent in the LTP Strategy. The Strategy will feature more detail on primary movement corridors in the county such as this east west route, and as part of this will identify current transport problems and future opportunities. In doing this there will be greater clarity on the HCC position concerning east-west transport improvements.</p>

<b>Broad Issue Raised</b>	<b>HCC Officer Response</b>
<p><b>5. Designations of Primary Urban Centres, Sustainable Travel Towns and cycling step change towns should be extended to cover other (smaller) towns.</b></p>	<p>The Full LTP Strategy and its policies will make it clear that improvements to sustainable travel are supported across the county, and not just restricted to the largest towns.</p> <p>However the LTP is likely to encourage a focussing of some effort and resource to achieving a step change in sustainable travel behaviour in a small number of places.</p> <p>Town size and hence potential to deliver larger increases in walking, cycling and public transport has to be a factor in this. However, we accept other factors should also be considered. These other factors could include areas where other investment/regeneration is taking place, and potentially where there is support to better manage car use demand such as through car parking policies.</p> <p>The Primary Urban Centres designation aims to identify those towns that are of greatest importance to the local economy, and give some focus to which towns would benefit from being better connected (agglomeration potential).</p>
<p><b>6. Some support for more Demand Management and understanding it will be needed to fund and achieve modal shift but implementation requires care.</b></p>	<p>There are some districts where there is an apparent openness to entertain demand management approaches that could encompass greater controls on parking supply, cost and workplace parking levies. The LTP will provide an updated HCC position on the approach to demand management.</p>
<p><b>7. Further development of Bus Rapid Transit (BRT) scheme needed, both in terms of its coverage/ destinations served and reconsideration on whether it should be bus based or rail based, particularly on the Abbey Line.</b></p>	<p>There was general support for the East-West mass passenger transit concept, however there was a strong view that plans for the Abbey Line should be explored separately from the scheme that would link Hemel Hempstead to Hertford. The case for bus rapid transit is likely to be different for the two sections, given the existing heavy rail provision on the Abbey Line.</p> <p>The case for extending the east-west scheme to link with the West Anglia Mainline should also be considered.</p> <p>We are considering how the passenger transit proposal will be taken forward, and the LTP4 will provide a steer on further development of this. The short to medium term plan (later running, improved service frequencies) for the Abbey Line as stated in our current Rail Strategy will remain.</p>
<p><b>8. Electric Vehicle policy needed to support uptake in Hertfordshire.</b></p>	<p>Agreed. The LTP will provide an updated policy position on Electric Vehicle support/provision.</p>

Broad Issue Raised	HCC Officer Response
<p><b>9. More Air Quality attention required.</b></p>	<p>Agreed. LTP4 Strategy will include more information on the nature of the Air Quality issue in Hertfordshire and clarify the policy position on this.</p>
<p><b>10. Extensions to scope of Priority Bus and Traffic Management Networks, with other roads and locations suggested.</b></p>	<p>The Priority Bus Network map outlined reflected the existing commercially run core inter-urban bus network in the county. We consider it prudent to focus any infrastructure investment on bus routes with a more certain future.</p> <p>Bus priority measures should be considered where deemed necessary along these routes to strengthen/optimize the county interurban bus network.</p> <p>It is accepted that parts of the commercial intra-urban bus network would also benefit from bus priority measures. Specific locations/schemes will be identified by the future updated Bus Strategy and Growth and Transport Plans.</p> <p>The Policy will be better explained in the final LTP, and its coverage of both inter and intra-urban commercial routes will be made clear.</p> <p>The Priority Traffic Management Network will be better defined as part of a new LTP4 Network Management Strategy. The LTP4 Strategy will better explain the policy, and its coverage is likely to change slightly as part of the corridor analysis work being undertaken.</p>
<p><b>11. Major Scheme suggestions</b></p> <ul style="list-style-type: none"> <li>•A414 Amwell junction</li> <li>•Hitchin bypass</li> <li>•Standon/Puckeridge bypass</li> <li>•North Harlow bypass</li> <li>•Rail links to Buntingford</li> <li>•Road improvements A10 south of Royston &amp; Buntingford</li> <li>•A602 long term improvements</li> <li>•Stevenage South Station</li> <li>•Park Plaza Station</li> <li>•Rail reinstatement Hertford North-Hertford East</li> <li>•Bus Rapid Transit Luton Airport-Luton-Hitchin/Stevenage</li> <li>•Rapid transit on Nickey Line and Lea Valley line</li> </ul>	<p>As part of the LTP Major Scheme selection a long list of schemes was considered. Some of the schemes suggested were on this list but did not progress to be included in the preferred package of strategic interventions.</p> <p>Decisions on a number of the schemes can only be taken when there is further clarity on growth locations beyond 2031, and hence what east west transport improvements can be justified and deemed viable.</p> <p>A number of schemes lack sufficient evidence regarding their benefit and feasibility to support their inclusion in the strategy at this stage but could be considered in the development of future LTP supporting strategies (Growth &amp; Transport Plans etc.) or as mitigation for the impacts on new development.</p> <p>A North Harlow bypass was alluded to in the consultation material as 'Highway Capacity increases associated with Harlow growth'. The LTP Strategy will provide an up to date position on this potential scheme.</p>

Broad Issue Raised	HCC Officer Response
<b>12. Airport Growth needs greater focus and policy coverage.</b>	LTP4 will include greater detail on airport growth, implications and aspirations when presenting policies concerned with airports. This will include consideration of Airport Surface Access Strategies.
<b>13. Plans for corridors A1, A10, A41, A414, how issues will be resolved and growth delivered.</b>	LTP4 will include a high level commentary on key movement corridors in the county and objectives for investment in these.
<b>14. More emphasis on partnership/cross border working.</b>	This will be more evident when the full range of LTP4 policies are outlined.
<b>15. East West Rail and Oxford-Cambridge Expressway opportunities need to be explained.</b>	Consideration of this will be included in the LTP4 strategy.
<b>16. More detail desired on proposals and lack of coverage of issues such as rural accessibility, safety etc.</b>	Presentation of full strategy including policies, major development sites (plus associated transport mitigation) and likely/planned transport improvements should address these concerns.
<b>17. Greater coverage on intra-urban movements.</b>	Greater coverage and emphasis of intra-urban transport improvements will be in LTP4 as part of the presentation of policies and the full approach. Growth and Transport Plans will also cover this in greater detail.
<b>18. Address contradictions in the strategy.</b> <ul style="list-style-type: none"> <li>• Not building our way out of trouble vs Hertford Bypass, East Hemel Hempstead &amp; A414 junctions major schemes.</li> <li>• Support for interurban traffic movement vs emphasis on sustainable travel in towns.</li> <li>• BRT proposals on same corridor as Highway upgrades</li> </ul>	<p>The emerging LTP4 will represent a blended strategic approach of highway, public transport and sustainable transport solutions. Factors such as the county's growth pattern to 2031, its existing high levels of car ownership and use, and the challenges outlined in the Transport Vision consultation material underpin the view that such an approach is the right one for the county.</p> <p>In addition to this the timescales of scheme delivery (such as the BRT proposal) mean that some highway solutions will have to be implemented ahead of other schemes to address rising travel demand.</p> <p>The full range of LTP policies should better explain how some of the apparent contradictions are not incompatible.</p>
<b>19. Funding the strategy delivery.</b>	The LTP Strategy will feature more information on how the Strategy will be delivered and the funding sources for this. Future LTP4 Implementation Plans will include more specific programmes or work based on the funding available.
<b>20. More reference needed to and explicit support required to support delivery of planned housing growth,</b>	This should be more apparent when all the policies are presented in the LTP4 Strategy, and more detail will be provided in the Strategy on known growth planned to 2031 within and outside the county.

Broad Issue Raised	HCC Officer Response
including outside the county, including working in partnership with districts and neighbouring LAs.	
<b>21. Scepticism on emphasis on public transport and cycling, and that we should just cater for car use with more capacity and faster journey times.</b>	<p>This was not a view expressed by key stakeholders but did emerge from some of the responses from the general public.</p> <p>The LTP Strategy will build on the challenges and opportunities and objectives presented in the Transport Vision consultation material to further strengthen the case against such an approach, and why the blended approach presented is the most appropriate.</p>
<b>22. More focus needed on other towns (Hertford, Bishop's Stortford, Hitchin)</b>	<p>The full presentation of the LTP Strategy and policies, including commentaries on key movement corridors in the county will give greater coverage of other areas in the county. Growth and Transport Plans and other supporting strategies which will follow the drafting of the new strategy will provide further local detail on how the LTP Strategy will be delivered countywide.</p>

## 4 PUBLIC CONSULTATION FEEDBACK

The communications strategy was successful in obtaining a sound number of responses, which will inform further development of the Transport Vision work and the drafting of the LTP4 Strategy.

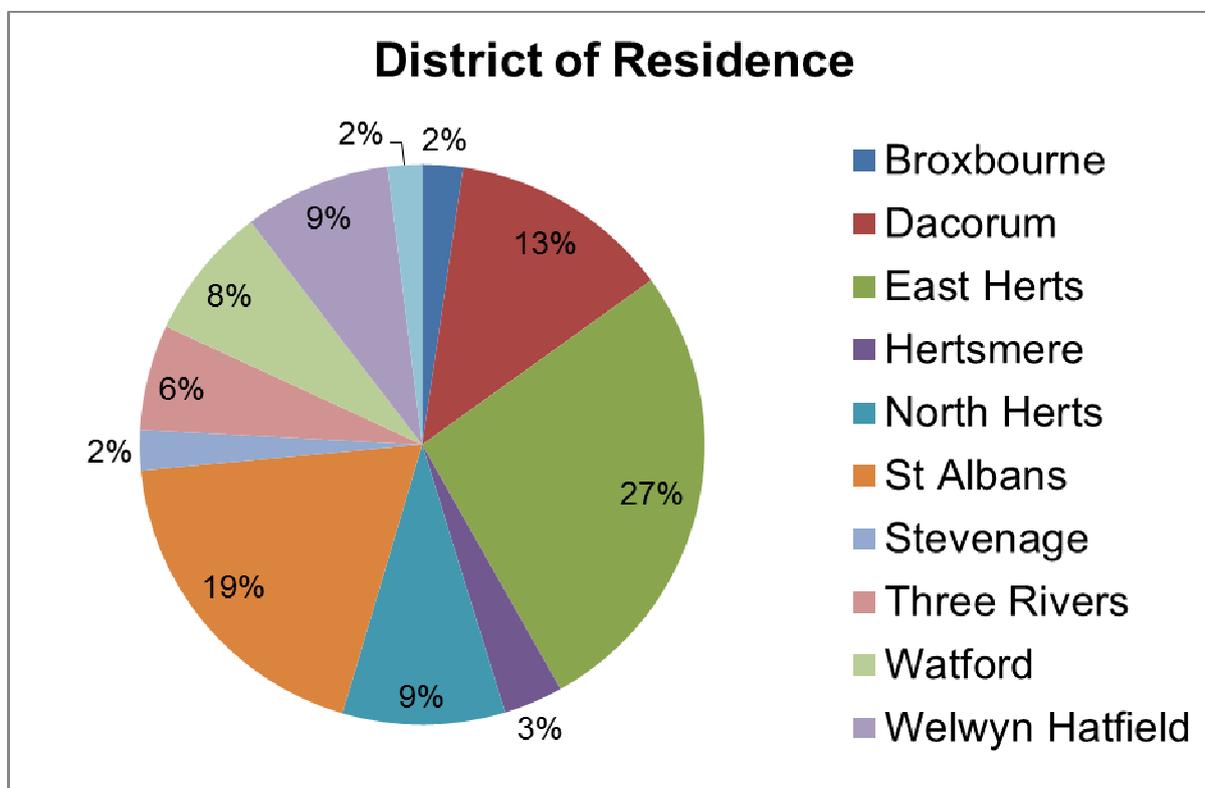
### 4.1 Consultation Responses

During the 12 week consultation period 607 substantive responses were received to the survey. In addition to this:

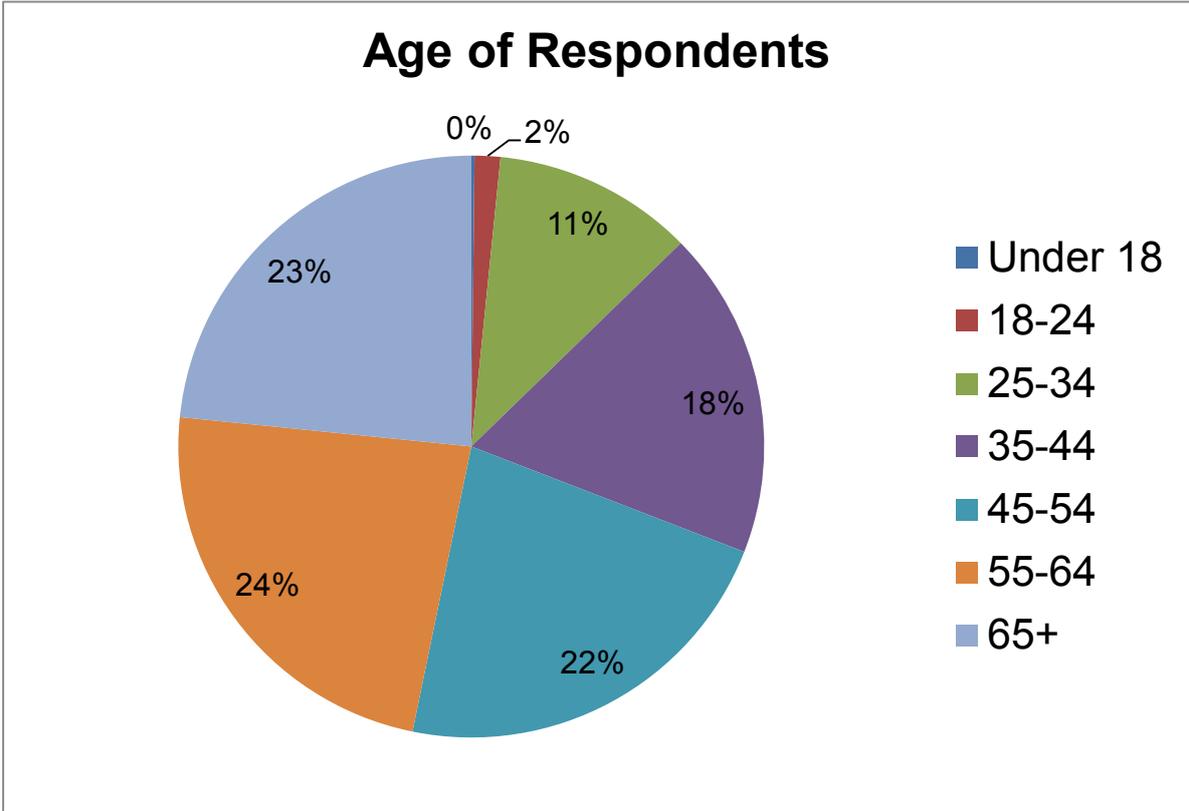
- 587 written responses were received. This included 539 separate versions of an identical response concerning the Abbey Line – see Appendix 3.
- 16 key stakeholder responses were received – see Appendix 2 for summaries of these.
- 33 Easy Read responses were received (29 from young people in the areas of Welwyn Hatfield, Watford and Three Rivers. These have been summarised separately in Section 6.  
(4 easy read responses were from the general public these comments were added to the full survey responses).

### 4.2 Survey Responses and Place of Residence

560 (92%) of survey responses were from people responding as an individual. 47 (8%) responses were received on behalf of a group (see Appendix 1 for the list of groups we received responses from).



Major scheme proposals for Hertford, Hemel Hempstead, and St Albans (Abbey Line) resulted in a significant number (59%) of responses from residents of St Albans, Dacorum and East Herts.



Nearly half of all survey responses were from the over 55's. An absence of any responses from under 18 year olds, justifies the additional activity undertaken to engage with HCC Youth Connections service and the Youth Parliament and elicit some views via the Easy Read version of the survey from young people.

## 5 SUMMARY OF SURVEY QUESTION RESPONSES

The consultation document laid out the challenges and opportunities that Hertfordshire will face over the next 35 years, a set of 9 objectives grouped into 3 key themes, and 4 principles which will guide the strategy in delivering the objectives.

Many of the existing LTP3 policies will remain but there are some areas of activity which will need to play a stronger role in future years, therefore the consultation document presented 6 new policy options. The draft LTP4 will need to include a number of new major projects for delivery over the short, medium and long term, therefore the consultation report presented a preferred package of 5 major schemes.

An electronic consultation questionnaire was compiled with specific survey questions to gauge views on all of the above. A broad summary of the consultation responses for each of these consultation questions can be found in the sections below.

### 5.1 Challenges & Opportunities

<p><u>Survey Question:</u> Are there any other challenges and opportunities we should take into account in our future plans?</p>
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- 63% of survey respondents answered yes to this question and suggested or identified other challenges and opportunities.
- 18% did not feel there were any others, and 19% responded that they did not know.

Overall from the analysis of comments made in response to this question we have concluded that no additional high level challenges and opportunities have been suggested that don't already feature in the Vision consultation report, or in the more detailed evidence base that this summarises.

Two of the broad strategic challenges the Vision identified was of 'Existing transport deficiencies and a future network struggling to cope' and 'Unprecedented Housing Growth & Economic Development', and many of the responses received are largely captured by these. Specific issues raised included:

- Congestion on key routes and in urban areas was a common issue with the most popular suggestions in response being some form of road capacity increase, as well as removal of blockages caused by on-street car parking and deliveries.
- Unsustainable levels of growth proposed that should be resisted and inadequate infrastructure for this. Concern that growth is going in before necessary infrastructure. A view that transport infrastructure is already at capacity and growth cannot be accommodated.
- Need high quality cycling infrastructure such as full segregated lanes, and tackling safety concerns.
- Need to encourage more walking by making it safe and resolving conflicts with traffic (better crossing provision) and cyclists, having well maintained paths and footways, having greater levels of pedestrian priority/ pedestrianisation.
- Better integration of modes such as between bus and rail, improved multimodal interchanges at bus and rail stations, and allowing bicycles on buses.

- Accessibility, in particular rural accessibility, and concerns with bus subsidy reductions, calls for funding to extend bus hours of operation, need for better bus frequencies and express buses, and the need to support community transport to fill gaps in network.
- A large number of responses called for the future transport strategy to tackle the issue of bus fares, most of which were perceived by respondents to be too high to make the mode attractive.
- A few responses also called for a challenge to be included on emissions from buses, with an opportunity to use electric or green technology fleets.
- Rail service problems including overcrowded trains, inadequate car parking at certain rail stations, fare prices.
- Need good transport links with nearby airports.
- Maintenance of existing infrastructure and potholes.
- Areas of poor air quality.
- Traffic speeds and the need for more 20 mph zones.
- East West movement difficulties, particularly by public transport.

The County Council's Public Health Team's view was that health could be more strongly referenced as a standalone challenge and opportunity, and also that it should be considered as a 'driver of change' given transport's role in reducing obesity/active travel, and providing access to healthcare.

Essex County Council highlighted the opportunities presented by growth at Harlow and Stanstead with employment opportunities providing the chance for the county to be less reliant/focussed on London.

Hertsmere BC highlighted that their growth could be significantly higher than currently assumed in the Vision, and that the Vision must be flexible to accommodate unplanned growth, even in the period to 2031. The LTP may need to deal with the potential requirement for additional development in locations less conducive to sustainable modes of travel.

## 5.2 LTP Objectives and Principles

<b>Survey Question:</b> Do you agree with the LTP Objectives and Principles identified?
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The percentage of survey respondents who agreed/did not support or did not know mirrored the percentages to the Challenges and Opportunities question.

- 63% of survey respondents agreed with the LTP Objectives and Principles presented.
- 18% did not support them, with a further 19% responding that they did not know.

Whilst supportive of the objectives and principles a number of comments were concerned that perhaps they were not strong enough, and were fairly obvious statements to make and hard to refute.

Comments suggested that we need to better define what we mean by sustainable transport, and distinguish this from economic and environmental sustainability.

It was felt that 'Objectives could be more radical', and give greater importance to sustainable travel and modal shift. Others felt the objectives and principles were not deliverable/ practical and did not reflect reality of car use in the county.

### **5.2.1 Suggestions for New Objectives**

The following shows a number of suggested additional or alternative objectives provided by consultees in response to this consultation question, but most of these are considered to be elements of approaches to deliver the objectives that have already been identified and not new Objectives:

- Supporting delivery of technology solutions such as electric vehicles and autonomous vehicles.
- Tackling congestion.
- Reducing the need to travel.
- Improving journey times.
- Improving school travel.
- Better travel planning.
- Increasing/ improving walking and cycling.
- Better access to leisure interests.
- Addressing air quality and other forms of transport pollution.

These will be features of the LTP Strategy but are not considered ends/outcomes in themselves. For example, part of the approach to the objective to "Enhance journey reliability and network resilience across Hertfordshire" would be to minimise and/or better manage congestion.

The following includes further suggestions received for new objectives:

- "Maintaining and improving quality of life for residents" was a suggested objective. This is quite a vague statement, and it is felt that this is already reflected in the Transport Vision for Hertfordshire presented in the consultation document and supported in transport terms by the objectives that have been outlined.
- Demand management such as park and rides, congestion charging and work place parking levies were also mentioned and identified as warranting investigation.
- Another suggestion worthy of consideration was for an objective concerned with "Enhanced connectivity within major towns as they expand to accommodate additional housing and jobs". Intra-urban connectivity is not an explicit Transport Vision objective, whereas interurban connectivity is. It will however be a feature of approaches to deliver most of the objectives. For example connectivity to other towns is aided by improved first mile/last mile connectivity within towns to public transport interchanges/hub, the quality and vitality of town centres is supported by intra-urban connectivity improvements, as are objectives to improve accessibility. The County Council therefore consider an additional intra-urban connectivity objective to be unnecessary.

- Hertsmere BC suggested two additional objectives. One around the need to “support the creation of sustainable communities to meet future growth needs” and one to avoid disadvantaging other areas could be to “enhance connectivity between centres and improved links into this system from remote areas”. The role of transport to support the delivery of growth is accepted but felt to be adequately covered by the principle for “integration of land use and transport planning”. The LTP Strategy will expand on how it is supporting the delivery of growth in the county, and consider growth beyond that which is included in the current suite of Local Plans. With regards to connectivity to more remote areas, we would consider some of the accessibility objectives to adequately address this. The connectivity objectives under the Prosperity theme stem from evidence on the benefits to economic growth associated with agglomeration effects. These effects are less strong/obvious with respect to better connections between large towns and smaller towns/peripheral areas.

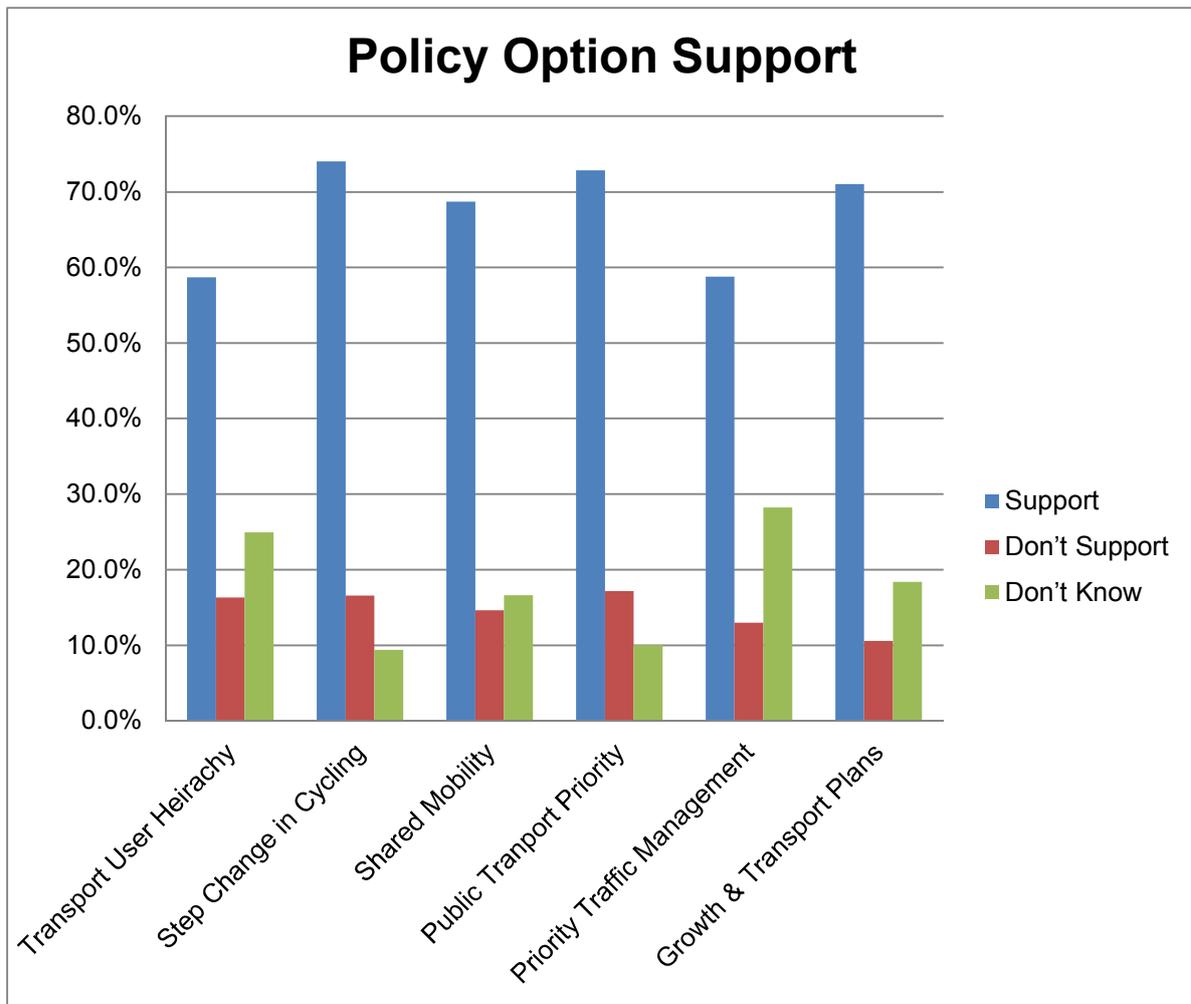
### **5.2.2 Comments on the Proposed Principles**

The following points were made on the four proposed Principles:

- A concern was raised that the Cost Effectiveness Delivery & Maintenance principle sounds as though the focus on projects and schemes will be the cheapest option rather than those which will deliver the best value in the longer term. We do not agree with this assertion.
- East Herts DC suggested historic environments will likely require a higher quality approach than other less sensitive locations. We consider cost effective to be suitable wording, and the objective to “preserve the character and quality of the Hertfordshire Environment” highlights the need to consider and minimise any negative impact on historic settings.
- A valid point made regarding the principle to apply and adopt new technology, was that this should also encompass current technology. This is accepted and will be made clearer in the final strategy.
- Another suggestion was for the modal shift principle to include a “shift towards low emission vehicles would also be beneficial to health and the environment and all practicable measures to encourage this should be taken”. Whilst encouraging the take-up of low emission vehicles is accepted as a feature of the strategy to contribute to a number of objectives, its benefit is not considered as widespread as an overall mode shift and increase in active travel, given it would still contribute to congestion and potentially impact the quality of the urban realm, and hence does not warrant being made a principle of our strategy delivery.

### **5.3 Transport Vision Policy Options**

For each of the five new LTP policy options presented, people were asked whether they supported them. Results are shown below, with comments received on each policy summarised in the following sections. All the proposals were supported by the majority of people responding to the survey. It should be noted that in the following sections summarising comments received, those people who didn’t support the options were more likely to comment, hence the critical tone.



### 5.3.1 Transport User Hierarchy

Most of the comments received suggested minor refinements to the hierarchy, and the order of hierarchy presented. These included suggestions that:

- Buses/public transport should be at the top of the hierarchy or at least above cycling given more journeys are amenable to public transport.
- Powered two wheelers inclusion on the hierarchy should be reconsidered given their environmental impact and poor safety record.
- The hierarchy needs to incorporate driverless cars.
- There should be optimisation of the use of non-polluting vehicles.
- There should be recognition of car sharing in the hierarchy.
- The needs of other groups including people with mobility issues, school travel and community transport.

There was some scepticism that it would be enforced/delivered in practice, and there was a valid point made that how it would work in practice requires more detail. Dacorun BC emphasised that this needed to step up from previous aspirational objectives. There was also uncertainty over whether it applied to new or existing infrastructure [For clarification it should apply to both].

There was some push back from car users, and that cars and cyclists don't mix, and that cars are often essential for a weekly food shop.

Other respondents were more supportive and that being forced to use a car for local travel should be the exception rather than as now, 'the rule'. One consultee noted that in Copenhagen this has led to a huge improvement to the urban environment and the level of obesity.

Another consultee pointed out that 'there is too much silo making around schemes i.e. large major projects do not take the opportunity to improve sustainable modes'. The hierarchy would aim to address this.

Other comments included 20mph speed limits being introduced in urban areas and more done to encourage walking and cycling.

There was a warning from some respondents that if application of the hierarchy was to the detriment of car use access, improvements to alternative modes must be in place in advance, and that this must not result in making life difficult for people and/or them taking their business to other rival towns.

### **5.3.2 Step Change in Cycling**

The following themes were evident in the response to the question on the proposed cycling policy:

- Good practice examples highlighted from elsewhere including Peterborough, Chelmsford, Nottingham, Oxford and Holland.
- Calls for an increase in high quality segregated cycle lanes, and that tokenistic improvements will not be enough.
- There was quite a strong call for more inter-urban cycling (linking urban areas) which is in slight contrast to the focus of cycling within the proposed future transport strategy, which focuses more on intra-urban cycling within the largest towns in the county. Also calls for a policy focus to be on smaller towns too.
- Need to tackle safety fears caused by mixing with traffic, lack of cyclist priority at junctions. Also that, cyclists on pavements can be a danger to pedestrians.
- Streetscape design, barriers and junctions resulting in stop-start conditions can put off cyclists.
- Maintenance of cycle paths and roads – potholes, overgrown greenery, disrepair.
- Lack of cycle parking, secure parking and/or shelters such as at workplaces, towns and rail stations. As well as lack of showers at workplaces.
- Must promote the health benefits of cycling, and the need for publicity, training and behaviour change initiatives to change travel behaviour and cycling uptake.
- Problem of cars parking on footways/cycleways and blocking cyclists.
- Schools should encourage cycling, and bike hire schemes should be considered.
- Electric bikes could play a role.

Some concerns raised said that this policy would worsen conditions for traffic and cause congestion. Also that cycling is a minority activity and should not be prioritised over general traffic flow. Also criticism this policy only benefits those able to cycle and not the elderly.

A number of District/Borough Councils made a case for other smaller towns or groups of towns to be the subject of this policy (examples include Broxbourne, Berkhamsted, Tring, Hitchin/Letchworth/Baldock). These should not be ruled out, but the policy focus on larger towns was intended to give some priority to towns where the infrastructure investment could be expected to deliver a greater return in terms of cycling use/mode shift. To achieve a step change in cycling in some areas it is important that limited resource is not spread too thinly, and that where it is invested there will be a good return on this investment. Other LTP policies will make it clear cycling improvements and promotion will be encouraged across the county, and that opportunities should be taken to improve provision (such as at new developments).

### **5.3.3 Shared Mobility**

Whilst there was general support for the concept most of the comments received concerned scepticism of the contribution it could make, the barriers to it in the county, and possible incentives required to make it work. Factors limiting its contribution included:

- People are unwilling to compromise on their journey time, destination and share a vehicle.
- Not practical in rural areas and potentially a lot of hassle.
- Cycling use would need to significantly increase in the county to make bike share schemes work.
- The car pool project in Maylands Avenue hasn't been used.

Obstacles cited included:

- Shift patterns and complexity of travel behaviour to meet needs of family/children.
- Personal security concerns, particularly for women.
- Culturally people are less inclined to share their vehicle with strangers.
- Insurance cover issues.
- Lack of support from workplaces/employers.
- Lack of incentive.
- Lack of technology (e.g. smartphones) and use among some people such as elderly.

Suggested incentives and ways the County Council could support this initiative:

- Free/priority parking for car sharers if it can be enforced.
- The Council run a registration scheme and DBS checks.
- Tax/business rates incentive to local employers who encourage and monitor lift sharing.
- Use of Workplace Parking Levy and planning system to support car share parking.
- Require it to be a feature of travel plans and also supported by new development/ included in Local Plans and planning applications.

Good examples referenced included the electric car share scheme at the University of Hertfordshire, and car clubs in Watford. Also suggestions it could work well at schools and train stations.

#### **5.3.4 Enhanced Public Transport Connectivity through Bus Priority**

Responses to this proposed policy included:

- Bus priority is not enough and more investment is needed in bus reliability, frequency and affordability to achieve increased patronage.
- Bus lanes create congestion. Bus priority should be new infrastructure and not taken from other road users.
- Ensuring bus services cross county boundaries/Local Authority areas to other regional centres was also highlighted as a challenge/opportunity.
- A few responses centred on opportunities for ensuring buses provide a better all-round service such as comfy seats and Wi-Fi. Also that buses can help facilitate night time economy if they run later into the day, and should serve rail stations better.
- Another suggestion for an opportunity within the future transport strategy is to utilise the Buses Bill to give the Council more power over operators, through increased use of Quality Contracts or Quality Partnerships. Linked with this were views that the council should exert more influence on service patterns, and fares.
- Park and ride should be considered.
- Taxis should be considered as public transport. Similarly that motorbikes and cycles should be allowed to use bus lanes as in London's Red Routes.
- Greener buses required.
- Need to integrate smart ticketing with bus and rail operators.
- Questioning the necessity for bus priority investment between towns already served by rail.

A number of respondents seemed to confuse the Bus Priority Network (which was based on the interurban routes which do not receive a subsidy) outlined in the consultation document with the entire bus network. Hence there were a number of suggested amendments or additions to the draft priority bus network map included in the consultation document. Many suggestions were based on anecdotal evidence and localised issues. A number of new routes/towns were put forward and linking key urban centres was identified as a priority for a good bus network. Priority within urban areas was highlighted as well as between towns. It was also suggested that all hospitals should be served.

#### **5.3.5 Priority Traffic Management Network**

The following themes were evident in comments on this policy proposal:

- Scepticism of the impact and benefit of traffic management technology investment – from current experience of existing VMS messages and its

perceived lack of value, a feeling that current capabilities are insufficiently utilised/making a difference.

- Concern at the risk associated with public sector IT investment/procurement projects – value for money, risk of redundant/superseded IT.
- Suggested additions on the coverage of the draft network of routes, with other key A Roads identified and other routes thought to be used as (unofficial) motorway diversion routes.
- More should be done to coordinate traffic lights and link with Highways England and other neighbouring Local Authorities.
- Should just widen roads rather than use technology.
- More investment should be used in reducing the number of people who drive rather than investing heavily in traffic management.
- Focus should be on providing better information to people's own devices (radio, mobile phones, sat navs etc.) rather than on VMS.
- Intelligent technologies can have a detrimental effect or indirect effect through their usage on the historic environment, along with cumulative effects.

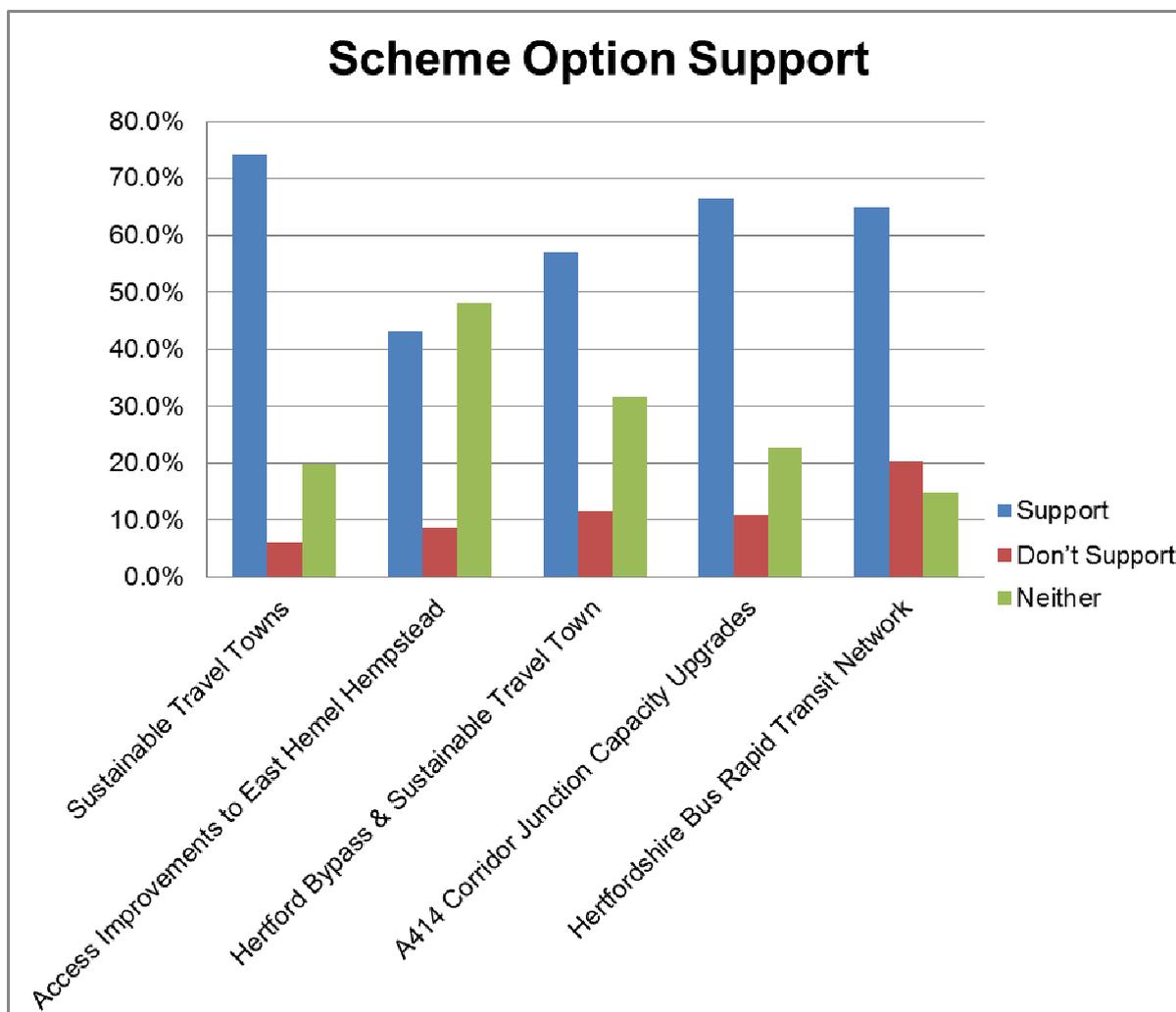
### **5.3.6 Growth & Transport Plans**

The need for local transport strategies was broadly supported with the following themes evident in comments:

- Plans must integrate with other plans/be developed in partnership with other authorities – other county plans/strategies, District/Borough Local Plans, neighbourhood plans, adjacent authorities, public health team.
- Plan development must include consultation and involvement by local groups and district, parish and town councils.
- Clarity desired on areas that would be covered by a Growth and Transport Plan, and what would it mean for areas not covered.
- Some concern that there are too many 'plans' and not enough/fast enough delivery.
- Support for plans focussed on areas of growth where resources will be to deliver improvements.
- Need to avoid repeat of Urban Transport Plans that were an unfunded wish list of schemes.

## 5.4 Major Scheme Proposals

For each of five major scheme proposals outlined, people were asked whether they agreed or disagree in principle with the scheme being included in the new strategy. Results are shown below.



Overall the scheme proposals were well supported. The East Hemel Hempstead and Hertford schemes received a number of 'neither support or don't support' and this is likely to be because their geographic impact would be less, resulting in fewer respondents having a strong opinion on them. The BRT proposal received the highest number of negative responses (20% did not support it), however 65% of respondents did support the scheme. Much of the negative response stemmed from resistance to converting the Abbey Line from rail to BRT. There were strong feelings expressed towards the Hertford bypass proposals both for and against. There was a lot of support for the scheme (as well as many non-committal answers) but also some significant concerns raised by those opposed to a largescale road scheme.

Similar to the policy options comments, those people who didn't support the schemes were more likely to comment, hence the critical tone in the following summaries.

Below is a summary of comments received on each proposal:

### Sustainable Travel Towns

- More detail is required on what the proposal is and what new infrastructure is needed to make it work/changes to existing infrastructure.
- Link Sustainable Travel Town measures to the amount of parking provided at new development.
- Better facilities for sustainable modes are required in towns to make Sustainable Travel Town proposals work.
- Alternative travel choices need to be in place first before parking restraints are considered.
- Schemes will cost more than £5-10m to achieve – put more money into Sustainable Travel Town's.
- Why isn't Bishop's Stortford a Sustainable Travel Town? Also calls for other towns such as Letchworth Garden City, Baldock, Hertford, Ware, Royston, Welwyn GC, Hatfield, Harpenden as well as 'other smaller urban areas'.
- Do not take space away from cars.

### Access Improvements to East Hemel Hempstead

- Will become very necessary if house building in this area occurs.
- This should be paid for by developers.
- Seems to be a short term solution.
- Does not accord with the user hierarchy.
- Needs supplementary sustainable modes – e.g. cycling lanes etc.
- Hemel Hempstead should be better served by Public Transport.
- The area has a number of designated heritage assets which could be affected.

### Hertford bypass and Sustainable Travel Town

- Must be a priority, and there is too much traffic in Hertford.
- Would improve quality of life for residents (noise, traffic etc.).
- Would have significant public realm benefits.
- Sustainable Travel Town at Hertford should not be conditional on a huge bypass scheme.
- Money would be better spent elsewhere.
- School traffic is the biggest problem in Hertford – the bypass won't solve this.
- Would damage countryside and town character.
- Environmental impact huge – natural environment and historic. (There are a number of registered parks, gardens and scheduled monuments within and outside of Hertford).
- More detail on routing needed to make proper assessment.
- Reduce travel demand rather than cater for more.
- Disproportionate cost for such a small town - spend elsewhere on bigger towns.

## A414 Corridor Junction Capacity Upgrades

- London Colney junction should replicate Gallows Corner junction in Romford (i.e. A414 to be fully grade separated), Hamburger junction doesn't appear to be an improvement.
- Should reduce car usage to tackle capacity constraints. This contradicts other parts of the strategy stating we cannot build our way out of trouble and modal shift aims. Put money into sustainable modes.
- Scheme will encourage more people to drive.
- Must be Public Transport improvements first, or alongside these.
- Must be parallel sustainable travel routes to these upgrades.
- Designs must consider natural and historic and built environment (there are a number of designated heritage assets along the proposed route).
- A414 is a barrier to active modes – needs addressing especially in terms of crossing provision.

## Bus Rapid Transit (BRT)

The concept of a quality east west public transport system broadly along the A414 corridor seemed well supported. There were some comments that additional destinations should be served, particularly east of Hertford, and that we should consider a rail solution rather than bus. A summary of key points include:

- Other destinations which were suggested to be served by the scheme included Berkhamsted, Tring, Harpenden, Harlow, Ware, Bishop's Stortford, Welwyn Garden City.
- Explore Light Rail instead.
- Herts Orbital Transit idea (<http://www.connectedcities.co.uk/case-studies/hertfordshire/hot>).
- BRT should be a priority and brought forward as soon as possible.
- Interchanges need to be good.
- BRT scheme should permit bikes to be carried.
- Would cause worsening congestion if it replaces capacity for cars.
- Should be zero emission vehicles.
- There are a number of designated heritage assets along the proposed route which could be affected.

Given the scale of response from people with an interest in the Abbey Line, we have included a copy of the letter we received 539 copies of in Appendix 3. From this and other comments received the main concerns with the proposal to replace the Abbey Line rail service with bus can be summarised as:

- Buses not as favourable/attractive as trains, not as comfortable, and perceived as inferior, so likely to be less used.
- BRT more noisy than trains.

- BRT environmentally more damaging, with regard to engine emissions and tyre particle matter, as well as construction requirement for significant quantities of concrete.
- Other BRT schemes were cited as suffering from delivery problems, as well as service and quality failings.
- Trains are safer and more reliable.
- Loss of network benefits, and the route being seen as a feeder into the wider rail network. Trains can offer freight options.
- More can be done to turn the Abbey Line into a better commercial offering, including a passing loop to improve service frequencies, and use of new rolling stock and rail technology. This can be delivered at lower cost than the BRT conversion.
- Unrecorded ticketless travel is undermining business case for rail improvements.
- The east-west link between St Albans Abbey and St Albans City needs careful consideration – it needs to be faster than changing in London when you consider linking to mainline services.

### Other Scheme ideas

A number of scheme ideas were put forward in the general comments question. These are summarised below:

- Bypass scheme for Hitchin and road links from North Herts and Stevenage to Luton.
- A1(M) improvements (specifically around Stevenage).
- M1 and M25 improvements.
- Safe crossings over the A505 for pedestrians and cyclists to link Royston with the A10 cycle path to Cambridge.
- Junction improvement for Radlett rail freight interchange.
- Jack Oldings junction improvements.
- General call for a largescale pedestrian/cycle major scheme (non-specific).
- Town centre improvements in numerous locations.
- Improvements to a number of pedestrian and cycle facilities in numerous Herts towns.

## **5.5 Delivering the Strategy and Achieving Modal Shift**

At the end of the Transport Vision consultation material people were asked the following:

*'Limiting future levels of traffic growth and improving walking, cycling and public transport provision will be very hard to achieve without policies which encourage less car use and help to enhance provision of and investment in more sustainable modes. What policies should Hertfordshire consider adopting to achieve this? (please explain your response)'*

Recognising that improvements in walking, cycling and public transport provision alone are unlikely to be enough to encourage people with a viable alternative out of

their cars, this question was seeking policy suggestions that encouraged drivers to consider their travel options and ideally also raise funding to invest in better travel options. Unfortunately the bulk of responses received suggested numerous sustainable travel improvements as the solution, with no means provided on how this could be funded or encourage car users to reassess their travel options. Suggestions that did include the following methods:

#### Car Parking

Fewer or more expensive car parking, particularly in town centres to encourage less car use in urban areas. There was also a common theme to implement more park and rides schemes. Whilst the reduction of parking was generally considered better, this was not the case for parking at train stations, with several responses indicating better and more provision of car parking at train stations will increase the use of trains as a sustainable mode as it will encourage people not to use a car for longer distances.

#### Street Parking

More needs to be done to discourage second car ownership such as by limiting parking permits to one per household or charging more of a premium for permits for additional vehicles. A wider issue was concerning the safety for pedestrians trying to traverse pavements which are blocked by parked cars.

#### Pedestrianised Town Centres

Some respondents believed that more should be done to tackle traffic in urban areas especially town centres where certain areas should be pedestrianised and made more appealing to visit.

#### Road Charging/levies, Car taxes

Several comments suggested that Hertfordshire should implement road user charging as a way of discouraging car use and raise capital for sustainable travel modes for example with congestion charging areas. Other suggestions for car user charging included a transport Tax such as for owning multiple cars, toll roads, penalties for using larger and less efficient vehicles and lobbying to central Government to raise fuel duty.

#### Workplace Parking Levy

Recognising the contribution of car based commuting and the problems associated with providing work place parking, there were a number of suggestions for a work place parking levy scheme particularly for major employers who supply large numbers of parking spaces with the proceeds to be reinvested in public transport.

A number of other suggestions/issues were also raised these included:

- Some suggestions for car free weekends and car free towns, as well as suggestion to increase council tax to spend on public transport.
- A minority of responses were opposed to the question, and that investment in non-car modes is not worthwhile and that the focus should be on catering for car use given alternatives are not realistic or practical, and car use is essential in Hertfordshire. Also that elderly people and those with mobility issues rely on car use, and technology will soon make car use more efficient and sustainable.

- Among key stakeholder responses there were some districts where there is an apparent openness to entertain demand management approaches that could encompass greater controls on parking supply, cost and workplace parking levies. Stevenage, Broxbourne, Welwyn Hatfield, Dacorum, Hertsmere were open to varying extents. This was also supported by the LEP and Public Health. The LEP agree that some form of demand management is required to achieve a change in travel behaviour and providing additional resources to invest in transport is important. The LEP also believe that congestion charging is the only realistic option long term as part of a national scheme. In the short to medium term they believe that parking restraints should be considered in key urban areas and that that a work place parking levy could be considered to fund other transport schemes.

## **5.6 Other General Comments**

A number of other general comments were made in the final online survey question, and these have been summarised below:

### Schools

A popular response related to the issues caused by school traffic, with suggestions that changes in educational and transport policy could reduce the need of parents taking their children to school by private car. There were also suggestions of free public transport travel for school children like in London, to encourage bus use and also, a change in school allocation policies to encourage walking to schools. A change in school timings for a later start time was also suggested so not to cross over with general peak commuting times. To alleviate school run congestion it was suggested that there be more school minibuses, and improvements to the schedule and routing of bus services.

### Travel plans

Some responses said more should be done to develop travel plans, particularly for schools and also more stringent business travel planning. Given travel conditions are better during holidays, more should be done on school traffic and workplace traffic focussed on more flexible hours of operation/working.

### Land Use Planning

Comments mentioned better land use planning to ensure developments are planned with sustainable transport options as a priority and in areas where transport can cope. Developers should work jointly with local authorities, ensuring confidence in transport assessments and plans. In terms of policy, it was suggested that developers be required to deliver sustainable travel options to the nearest town for new developments.

See Connected Cities - [www.connectedcities.co.uk/vision-2050/travel](http://www.connectedcities.co.uk/vision-2050/travel)

### Freight

A number of freight issues were raised. It was felt that a change of approach for freight and deliveries was needed with restricted access and better control of their road use. Freight/LGVs/HGVs were not covered enough in the consultation draft, and these types of vehicles cause significant congestion. One suggestion included limiting deliveries in key areas before 8am and after 6pm.

### Safety

A number of suggestions were made with regards to safety and encouraging more cycling:

- Reducing speed limits, to make roads more equal in relation to speeds for cars and cyclists, encouraging a safer environment for cycling.
- More and visible police traffic law enforcement for offending drivers particularly in urban areas, promoting safer driving which could lead to more people being encouraged to cycle.

### Maintenance

General comments with regards to maintenance are summarised below:

- Road conditions should be better maintained.
- Ensure bikes are considered in maintenance programmes for roads.
- Roadside verges should be better maintained.

### Air Quality

General comments with regards to Air Quality are summarised below:

- Mentions decreasing pollution but doesn't give details on how technology and LEV's can be promoted to help this.
- None of major schemes have an air quality focus.
- Quality of life of residents not considered.
- Public health from air quality should be a priority.

### Accessibility

General comments with regards to accessibility are summarised below:

- Must consider less able groups (elderly, young, disabled, rural etc.).
- Access to small towns and villages as important as to big towns.
- Access to educational facilities and schools the key issue for accessibility in LTP4.

### Behavioural Change

General comments with regards to behavioural change in LTP4 are summarised below:

- Won't achieve anything without behavioural change.
- Requirement to 'nudge' people towards behavioural change.
- Lots of small changes can be helpful.
- Incentivise behavioural change.
- Technology will help behavioural change.

One final suggestion was the use of technology to enable citizen enforcement e.g. for activities such as illegal parking.

## 6 YOUNG PEOPLE FEEDBACK

An easy-read version of the Transport Vision Consultation draft was developed primarily for those with learning difficulties, who would like to comment on the Transport Vision consultation. This easy-read document was also sent out to a number of youth groups/organisations, as the Youth Connections Service advised that young people would be more likely to respond to this simplified version of the consultation material.

In total, 29 individual responses were received from young people (from 3 districts: Welwyn Hatfield/Watford/Three Rivers). The following shows a summary of the responses to the consultation questions. (It should be noted that any comparisons made below with the main online consultation survey, should be considered with caution as the sample size for young people is considerably smaller.)

### Any Other Challenges/Opportunities

The comments concentrated on two main issues:

- Cost/reliability/ease of use of public transport.
- More cycle lanes are needed.

### Do you agree with the Objectives/Principles?

A large majority (79%) agreed with the objectives presented in the easy-read version.

### Support for 6 Policy Proposals

The highest percentage support from young people was for the Bus Connectivity policy proposal, 89% of the 29 young people who responded thought buses were very important, compared to only 73% of consultees in the main online consultation.

Young people also showed a greater support for the Transport User Hierarchy (76%), Traffic Management (69%) and Growth and Transport Plans (82%) proposed new policies, compared to the main online consultation.

Shared mobility was the least favoured policy proposal with only 55% of young people supporting this policy.

### Support for Major Projects

Support for the Major Projects was broadly similar across the 5 projects (on average around 72%). Young people appeared to show a greater support for the 'Access Improvements to East Hemel Hempstead' scheme, and the 'Hertford Bypass' scheme compared to the main online consultation.

### Other Comments

There were 2 recurring themes under this question:

- Better technology on public transport i.e. chargers, TV, music
- Free travel cards for young people i.e. to school

## 7 IMPACT ASSESSMENTS

Three impact assessments were undertaken to particularly look at the impacts of the new Objectives and Principles, the 6 new policy areas and the 5 proposed major projects.

### Strategic Environmental Assessment

This statutory assessment (EU Directive 2001/42/EC) is being undertaken on the Transport Vision 2050 to see if its delivery is likely to have a significant effect upon the environment. Previous SEA assessments on the development of the Transport Vision 2050 have assessed the Short and Medium Term Transport Packages (option development) which was consulted upon in Autumn 2015.

A further SEA Interim Assessment was carried out as a result of the 6 new policy options and 5 major projects proposed within in the Autumn 2016 Transport Vision consultation document. This Interim Assessment was included with the other Transport Vision Consultation material that was put on the County Council's website.

Consultees were asked to concentrate any comments around the following questions:

- Are there any environmental, social or economic issues (positive or negative) that have not been considered in the assessments of the Policies or Major Schemes?
- Are there any comments in the assessment tables that you disagree with?
- Do you have any comments on the recommendations made in the assessment tables in Appendices 1 - 11?

Three Environmental Bodies (Environment Agency, Historic England, and Natural England) must be contacted for any SEA consultation. Comments were only received from Historic England specifically on the impacts of the policy options and the major project proposals. No comments were received on the content of the SEA Interim Assessment.

### Equalities Impact Assessment

The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.

The Transport Vision 2050 process has been the subject of an ongoing equalities impact assessment. An Equality Impact Assessment (EqIA) was undertaken on the Transport Vision Consultation Draft to assess the impacts of the new policy options and the proposed major projects on the protected characteristics listed above.

This EqIA identified that an easy-read version of the consultation material should be produced for those less able to read long technical documents (responses to this easy-read document can be found in Section 6).

The Equalities Impact Assessment was included with the other Transport Vision Consultation material that was put on the County Council's website in Autumn 2016.

Only one comment was received on the content of this EqIA, from Broxbourne Borough Council, which stated that neither the Transport Vision or the EqIA had addressed levels of childhood obesity in the county. Page three of the EqIA does refer to high levels of obesity – 'IMD mapping shows where the most vulnerable groups are likely to be, this coincides largely with where there are higher than

average obesity levels in children'. The County Council is aware of above average levels of childhood obesity particularly in certain areas including Waltham Cross. This issue is identified in the current Active Travel Strategy and there have been efforts by Public Health to target projects to these areas.

#### Habitats Regulation Assessment

The initial Habitats Regulation Assessment screening was undertaken by LUC (a consultancy that specialises in impact assessments) back in 2015 on the emerging Transport Vision work to identify any potential effects on one or more of the designated European 'Natura 2000' sites, including Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

The County Council in 2016 commissioned LUC to add a further chapter to this screening report to determine the impacts of this next stage of Transport Vision development, and assess the impacts of the new set of objectives and principles, the policy options and the major projects.

The Habitats Regulations Assessment was included with the other Transport Vision Consultation material that was put on the County Council's website in Autumn 2016. No comments were received on this updated HRA Screening Report.

**APPENDIX 1 – CONSULTATION GROUP RESPONDENTS AND KEY STAKEHOLDER RESPONDENTS**

<b>Online Survey Group Responses</b>
APTU - Association of Public Transport Users
Bishop's Stortford Climate Group
BMR Motorcycles LTD
ConnectedCities ( <a href="http://www.ConnectedCities.co.uk">www.ConnectedCities.co.uk</a> )
Cyber-Duck
Electric Blue Ltd
Grand Union Investments Ltd
Herts and Middx Wildlife Trust
Hertfordshire Gardens Trust
Hitchin Forum
North Herts Bus User Group - NHBUG
Potters Bar and St. Albans Transport (bus) User Group
Ramblers Association
St Albans Cycle Campaign (STACC)
The Canal & River Trust
The Harpenden Society [Transport Group]
Tring Bus Users Group
Vectos Transport Planning on behalf of Places for People
Vectos Transport Planning
WelHat Cycling
Abbots Langley Parish Council
Aldenham Parish Council
Ashwell Parish Council
Buntingford Town Council
Datchworth Parish Council
Essendon Parish Council
London Colney Parish Council
Redbourn Parish Council
Sandridge Parish Council
Stanstead Abbots Parish Council
Ware Town Council
Watford Rural Parish Council
Woolmer Green Parish Council
Matthews Haulage Ltd
Cassiobury Residents' Association, Watford
Old Hatfield Residents' Association
Mill Hill Residents Association
The Aboyne Residents Association, St Albans
Pitstone Parish Council in Buckinghamshire
North Hertfordshire District Council - Env. Protection and Housing Team

<b>Written Group Responses</b>	<b>Key Stakeholder Responses</b>
Aston Parish Council	Herts LEP
Colney Heath PC	Broxbourne BC
Hertford Town Council	Dacorum BC
London Colney Parish Council	East Herts DC
Royston Town Council	Hertsmere BC
St Stephen PC	North Herts DC
Wymondley Parish Council	St Albans DC
Abbey Line Community Rail Partnership	Stevenage BC
Aboyne Residents Association	Watford BC
A Safer A507	Welwyn Hatfield DC
CycleHerts	HCC Public Health
Dacorum Environment forum	Mark Prisk MP
Elstree and Borehamwood Residents Association	Highways England
Gascoyne Cecil Estates	London Luton Airport Operation Ltd & London Luton Airport Ltd
Herts WithOut Waste	Buckinghamshire CC
Hitchin Rail Users Group	Essex CC
JMP on behalf of CEG (Commercial Estates Group)	Luton Borough Council
NLP on behalf of CEG (Commercial Estates Group)	Historic England
Potters Bar and St Albans Transport Users Group	
Ptamigan Ware Ltd	
Rail Future	
St Albans Civic Society	
Transition Hertford	

## APPENDIX 2 – SUMMARY OF KEY STAKEHOLDERS FULL RESPONSES

### Hertfordshire Local Enterprise Partnership

- Support the longer term outlook of the Vision, the recognition of constrained future transport investment, the Transport User Hierarchy principle, the schemes proposed although there should be a greater range than the limited number shown, the focus on the A414 corridor and the LRT/BRT potential.
- Sustainable Travel Towns proposal welcome, but a comparison to Oxford which demonstrates the kind of modes shares to aspire to, suggests more focus required in the vision on **intra-urban bus provision and stronger demand management**.
- Agree that without some form of **demand management** changes in travel behaviour will be very hard to achieve, and its role in providing additional resource is important. Congestion pricing is only likely to be a realistic option for the longer term as part of a national scheme. In the short to medium term we believe that parking restraint should be considered in key urban areas and that a workplace parking levy could be considered as a means to funding other transport schemes.
- Little consideration of issues and opportunities in the 15-20 years beyond the known land use planning period, and misses an opportunity to **guide longer-term land use options**, particularly given its 2050 Vision timeframe. New settlement potential challenges/ opportunities should be explored.
- Vision is **too focussed on existing behaviour/issues** potentially leading to 'more of the same', and not enough explicit consideration of a range of medium/long term factors such as changes in behaviour, smart technology and need to tackle climate change.
- Lifestyle changes of younger people highlighted and evidence of lower levels of car ownership, shared mobility and use of technology.
- **Tensions identified between proposals**: sustainable travel towns and investment in better interurban traffic movement, a focus on inter-urban bus than intra-urban, LRT/BRT proposals along same corridor as road proposals,
- Need for LRT/BRT to scheme to consider links beyond the county to Harlow and Stansted (including Bishops Stortford).
- More explicit linkages desired between vision and the SEP priorities (1.Science, technology and Creative Industries. 2. External connections. 3. Reinvigorating our places. 4. Foundations for Growth.)
- Insufficient regard to **east west movements Luton-Stevenage-Cambridge**. Also to East-West Rail and Oxford-Cambridge Expressway opportunities.
- More clarity desired on **A10 role** which is recognised as not having the same status as other north-south corridors in the county.
- Vision could be clearer on overall **funding** requirements over the next 15 years and what additional local funding mechanisms may be required (car parking, user charging and workplace parking levies referred to). How would major scheme funding decision be prioritised if funding was limited?
- Vision should be more explicit on **future changes** (land use changes, transport supply/technology including autonomous vehicles and demand responsive passenger transport, travel behaviour, infrastructure funding, climate change) to travel behaviour and need and explain how proposals could deal with these or adapt/flex to them.

## HCC Public Health

- Would like to see stronger references to health in the Vision, Challenges and Opportunities.
- Would like more **detail on how Transport User Hierarchy and Step Change in Cycling** policies will be implemented and whether apply to new development only or retrospectively to existing places/infrastructure.
- Shared mobility to be accessible to all to support Vision's emphasis on inclusivity.
- Concern that Bus Priorities alone will be insufficient to meet accessibility and inclusivity aims, and policy only focussed on certain parts of the county. Purpose of this policy needs to be clearer.
- Joint work with public health team urged on **Growth and Transport Plan** development.
- Other towns should be considered for **Sustainable Travel Town** status (Welwyn/Hatfield, Letchworth/Baldock/Hitchin).
- East Hemel Hempstead Access scheme does not seem to recognise air quality issue here.
- **Workplace Parking Levy, parking restraint** in some town centres and behavioural change initiatives should all be included in the strategy.
- **Electric vehicle policy** needed, with role of planning authorities outlined.
- LTP should also encourage adoption of air quality planning guidance by Local Planning Authorities.
- More attention needed on **air quality** and transports large contribution to this.
- Limited coverage of north and eastern parts of the county. Bishops Stortford not a Sustainable Travel Town, and along with Hertford not a Primary Urban Centre. Priority Bus Network does not serve Bishops Stortford, Royston and Buntingford.
- No proposals for **rural accessibility** despite an acknowledged challenge.

## Highways England (provided via the online survey)

- Highway network **technology** advances which could be included under this driver of change could include smart parking sensors, ITS upgrades, smart road material that ingest pollutants, and use of drones for structures inspections are a few examples of the technologies that will increase efficiency of highway network.
- Given Vision reliance on achieving modal shift it would be useful to establish what **levels of modal shift** are needed, how these will be implemented and most importantly what monitoring structure will be put in place to ensure this important part of the strategy is being achieved.
- Supportive of cycling step change policy but consider it equally important to **support/ promote cycling generally** (in rural areas, leisure cycling).
- HE would like to investigate other strategic cycle crossings of the Strategic Road Network and how we can improve user choices through more convenient interchange between modes such as park and ride and park and cycle facilities.
- HE are keen to continue working with HCC and the LEP to find a solution to the growth at **East Hemel Hempstead**.
- Best policy to achieve modal shift in future would be **for HCC to publicly lead by example, by implementing a Travel Plan** that gets staff, councillors, visitors and suppliers to choose sustainable travel options where the journey is suitable.
- Current and likely future transport improvements figure should include 'J21a improvements (for Radlett Strategic Rail Freight Interchange).

- Figure 3 - Current transport network problems and issues, should include 'M1 congestion at Junction 5'.

**London Luton Airport Operations Limited (Terence O Rourke Ltd) London Luton Airport Ltd (Atkins on behalf of the company).**

- Highlighted Luton Airport's (LLA) contribution to local economy and local accessibility/connectivity. Planning approval to take operating capacity up to 18mppa as early as 2020 referenced, as well as 2015 Oxford Economic report finding that airport contributes £732m to local economy and sustains 16,000 jobs.
- LLA would like to see stronger focus on **East-West connectivity**. Given coverage to 2050 Vision should look to connect M1 to the A1m in the vicinity of Stevenage via Luton Airport. New access road being built to serve Century Park via New Airport Way whilst intended to serve this development, could present an opportunity in this respect and should be explored. We would also encourage HCC to consider how east-west rail links might be improved.
- Notwithstanding recent decision on Heathrow third runway that 2003 Aviation in SE England White Paper identified Luton as having potential to serve 30 mppa. Should this come about at any time in the future **East-West connectivity** improvements will become a critical consideration.
- LLAL and LLAOL lobbying for additional **Midland Mainline** trains to stop at Luton parkway will have advantages for Hertfordshire residents and businesses, increasing connectivity to the midlands without needing to go into London. In longer term LLAL would want to work with HCC on broader issues such as capacity for train services and on improving quality and reliability of the offer.
- LLA transit system from the Airport parkway station aims to increase passenger rail mode share from 19% to over 30% by 2031.
- Vision needs more reference to Luton Airports growth, and needs to **build on our Surface Access Strategy** (currently being updated) to enhance PT connectivity to the airport, particularly from key conurbations and transport hubs in Hertfordshire and beyond.
- Some concern that user hierarchy could worsen traffic congestion on key roads to LLA through reduced investment. Seek reassurance that LTP policy impact will be regularly monitored so they can be adjusted if necessary.
- Improved bus connectivity between towns broadly supported but feel improved bus service frequencies is likely to be as important if not more in encouraging increase PT use. Again, opportunity to build on LLA surface access strategy, in improving PT access to airport and for local communities along key corridors.
- Priority Traffic Management Network broadly supported but request key road links to LLA are given appropriate priority for investment.

**Mark Prisk MP**

- Having been approached by the Bishop's Stortford Climate Group and other local representatives I would like to support inclusion of **Bishop's Stortford as a Sustainable Travel Town**.

**Broxbourne Borough Council**

- Draft Transport Vision 2050 **fails to support Broxbourne** in its efforts to maximise economic prosperity through preparation of a transport strategy, nor does it help with the delivery of the County Council's own strategic interests. Would like recognition of Broxbourne BCs commitment to a multi-modal approach

to address with tangible support to address issues– increasing travel demand; increasing congestion; north-south movements; east-west severance; and four tracking the West Anglia Mainline as a precursor to CR2.

- An integrated approach to all modes is not clear from the Vision.
- The high, and increasing, level of transport demand along the north/south corridors is not in any way addressed within the Vision document (i.e. A10, 4 tracking and Crossrail 2).
- The urban areas within the Borough of Broxbourne together have significant potential to be considered a single '**sustainable travel town**', and justification given for this.
- Broxbourne Council's draft Walking and Cycling Strategy identifies a network of cycle corridors across the Borough, linking residential areas with major traffic generators. This will require "a significant increase in current funding levels for cycling" as stated by Vision.
- Restrictions on car use are more effective in achieving modal shift than the provision of improved alternatives. **Car parking** should be given a full section within the 2050 Vision, and LTP needs to establish a vision and best practice that can be taken forward by local planning authorities in accordance with their local circumstances.
- Little reference in the Vision to improving the **cost competitiveness of non-car transport modes**, an issue identified in Hertfordshire County Council's Rail Strategy and by the Intalink Steering Group.
- More support and content needed on **rail schemes** within the county as this will help promoters in their efforts to access funding from a variety of sources. Challenges and opportunities from scheme such as Crossrail 2 and West Anglia Mainline must be outlined.
- Stansted express trains do not stop at Broxbourne. Would like support for a stop in the Vision, as well as a commitment to joint working towards a greater level of improvements to the line.
- There is also no mention of the Southbury Loop rail line - Support in the Vision for improvements to the line - such as an increase in train frequency, and a **new rail halt at the Park Plaza site**.
- Support the **bus priority network but it is quite limited in its extent**. Broxbourne, through its forthcoming transport strategy, aspires to have bus priority along an east-west axis. Absence of a strategic approach to the multiplicity of bus services operating in the County is a concern.
- **Extend the Bus Rapid Transit Network (Scheme MS5) to Broxbourne.**
- Need greater emphasis on **vision for A10**, its relationship with the A414 and reassurance funding will be available for improvements given the growth planned here where there is existing congestion.
- Although there is mention of driverless cars (page 20), there is little consideration given to how **new technologies** could change the use of road space over the coming decades.
- The urban area of Broxbourne should be treated as a whole, and prioritised as a focus for a future **Growth and Transport Plan**, linked to Sustainable Travel Town initiatives.
- Broxbourne has the highest levels of childhood obesity in Hertfordshire. It is unfortunate that the EqlA (and therefore the Transport Vision document) does not address this in any way.

## Dacorum Borough Council

- Should be greater recognition of **role of A41** and congestion issues on it now and in future.
- Opportunities for concentrating/intensifying growth at rail stations (Hemel and Tring cited) in the county should be acknowledged.
- Clarity desired on **what are the international gateways and regional centres** outside the county in delivering better connectivity, and why **Tring and Berkhamsted** are not considered Primary Urban Centres, and also benefit from the cycling step change policy, and Berkhamsted as a Sustainable Travel Town.
- Clarity desired on the cost benefit of the outlined approach for greater investment in bus and sustainable modes compared to an approach catering for car use.
- User Hierarchy supported but would stress this needs to 'step up' from previous aspirational (LTP) objectives. Does it apply to new or existing infrastructure - if so would it for example reallocate road space from cars to other modes?
- Development of towns and villages to sustain more local facilities to reduce need to travel, in partnership with HCC, seen by the district as fundamental.
- Support **bus priority** policy, and could see value in application in Hemel Hempstead between station, town and Maylands, coupled with **intermodal interchange at Maylands/M1** for coach services, rapid shuttle buses and bike hire. Noted such links to/from Maylands and Luton Airport do not feature on priority bus network map presented. **Intermodal interchange with bus/coach Aylesbury-Watford near J20 M25** also suggested.
- Emphasis and improvements to **intra-urban bus** services suggested.
- Clarity desired on how SW Herts **Growth and Transport Plan** considers cross border issues (e.g. Aylesbury and Chesham) and think it should include this.
- Parking controls and standards should be considered for **demand management**.

## East Hertfordshire District Council

- Little coverage of **rural issues** and potential access solutions, whether by community transport schemes, hub-and-spoke principles, or other initiatives.
- 'Cost Effective Delivery & Maintenance' principle should recognise the fact that that historic environments are likely require a higher quality approach than other less sensitive locations.
- In lessening commuter traffic priority (i.e. in User Hierarchy) HCC should be mindful that alternative sustainable travel options must be in place in order to achieve modal switch, in particular for rural commuters.
- **Step Change in Cycling** policy should include larger market towns to be considered.
- 'Possible **Priority Bus Network**' illustrated should be extended to cover routes along the A10/A120 from Hertford to Bishop's Stortford/Stansted Airport.
- Priority Traffic Management Network: Fig. 8 which illustrates a possible Traffic Management Network, should be amended to show where Highways England Diversion Routes overlap the Primary Distributor Network.
- **Growth and Transport Plans**: a suitable mechanism should also be introduced alongside this policy to ensure that sustainable transport opportunities and connectivity are improved in rural areas.
- **Sustainable Travel Towns**: Concern that implementation of such initiatives will be limited to the largest conurbations in the county. Should include flexibility to allow for potential roll-out to further suitable settlements, as appropriate.

- **Hertford Bypass and Sustainable Travel Town:** encourages early implementation, every effort should be made to ensure that the environmental cost of its provision is minimised, irrespective of whether this would result in a more expensive scheme.
- **A414** future corridor improvements' should be amended to illustrate both the need for junction improvements at the **Amwell roundabout** and the likely need for a **Harlow northern link road** from the A414 to the yet to be constructed new junction 7a on the M11 to the north of Harlow.
- **BRT** should be extended beyond Hertford to link via the A10 and A120 to include both Bishop's Stortford and Stansted Airport. Should also be extended to include route between Hertford and Gilston Area/Harlow.
- East Herts Council strongly urges HCC to also make provision for a **bypass for Standon/Puckeridge.**
- **Demand Management** / 'Stick' approaches cannot be seen as a 'one size fits all' approach across the county. A flexible approach should therefore be adopted in respect of any measures proposed, with greater potential in larger towns.
- Overall **lack of an effective transport strategy for East Herts** to support the necessary economic growth and housing development required in the A10/M11 corridor which responds to its dispersed settlement pattern.
- Omission of **long term A602 solution** which includes mitigation of conditions at Hooks Cross. Also absence of measures at **Buntingford** to facilitate growth.
- Recognition required of future impact that **Stansted Airport** has on Hertfordshire's transport infrastructure and should plan to accommodate for significantly increased related traffic movements as part of the overall strategy. As well as capitalise on economic potential.
- HCC urged to consider more creative solutions in the longer term to reduce private vehicular movements and that such considerations could potentially include such initiatives as a **north-south rail or guided bus link** for settlements in the northeast of the county (e.g. Buntingford, Standon/Puckeridge etc.) that could link to previously used infrastructure e.g. by partly utilising previous track-beds along lines discontinued by the Beeching cuts, etc.

### Hertsmere Borough Council

- Disappointment that a "dynamic, integrated strategy with a clear delivery plan" does not flow from the challenges and objectives outlined, **with limited content likely to address issues local to Hertsmere** (congestion hotspots, partnership working with HE and NR, integration of modes at existing transport interchanges). **Delivery and funding** of schemes (role of CIL and S106) lacking.
- Caution urged on assuming a growth pattern even in the medium term of reinforced settlement pattern and urban extensions, given housing and commercial need is likely to be higher than currently planned, growth demand (as in Hertsmere) may be outside LEP growth areas, and there is a case for new settlements. How will strategy **adapt to growth uncertainties?**
- An objective to "support the creation of sustainable communities to meet future growth needs" should be considered.
- **Poor image on public transport** in the county should be acknowledged as effects current usage and mode shift aims.
- Enhanced connectivity between Primary Urban Centres supported but concern this could be to the detriment of other areas, and not fit future growth patterns.

- Where application of **user hierarchy** could negatively impact on car users in towns, adequate/improved sustainable mode provision must be in place before or in tandem with such changes.
- Aims for a **step change in cycling**, with associated improvements in provision and support, should apply beyond large urban areas. Developer contributions can support provision. Facilities for recreational cycling important too.
- **Guidance would be welcomed on what should be sought via Local Plan and Development Management** process regarding Cycling provision, Shared Mobility support and car clubs, electric car charge points.
- Concern at public transport connectivity being focussed in links between large towns. Should be more support for better linking other settlements less well served currently into existing interchanges. Would like a commitment to **improve reliability and connectivity/ integration of bus services** as soon as possible.
- Have **low emission zones** been considered?
- Clarity desired on how **Growth and Transport plans** will integrate with development of policies and allocations in Local Plans.
- Concern at no major schemes benefitting Hertsmere, and lack of consideration of impact of **Strategic Rail Freight Interchange** at Radlett, greater clarity desired on how major scheme package was arrived at, delivery/implementation mechanisms.
- Suggested smaller towns are included in sustainable travel towns project too.
- Demand management and mode shift policies such as congestion and road charging, smart bus lanes and park and ride should be investigated.

### North Hertfordshire District Council

- Fails to address or accommodate the housing growth in “North Hertfordshire’s Proposed submission Local Plan”. Ignores the impact of the districts growth and that of its surrounding neighbours, i.e. particularly growth within Central Bedfordshire and Luton and the likely impact on local transport networks running **east to west** from Luton through Hitchin to Stevenage, notably the A505 and A602 corridor.
- The LEP / SEP identify both the **A10/M11 and A1 (M)** as key growth areas/ corridors. However there appears to be little focus on the challenges that this corridor will face.
- Greater focus needed on combined population of the contiguous towns of Hitchin, Letchworth, and Baldock and the considerable flows between Baldock, Letchworth and Hitchin and Stevenage and the pressure on road network at these locations.
- The 2011 Census average distance travelled to work shows that North Herts Residents travel the furthest (12.1 miles to work). Therefore these commuting patterns show there is a need for a rethink travel initiatives within the district as well as cross boundary movements into and from neighbouring authorities.
- Recognition needs to be made to working in **partnership with adjoining boroughs/districts** in terms of addressing increasing growth pressures and associated transport impacts across boundaries.
- Some reference to the inclusion of improving **rural accessibility** to local centres as one of the objectives.
- Transport User Hierarchy Policy should clearly evidence, the reasoning behind the logic of mode shift as forecasts show that traffic is set to increase.
- Greater emphasis in the **Step Change in Cycling** policy for the more urban/rural districts such as North Hertfordshire, including cycle hire.

- Public Transport Connectivity policy should take into account new bus routes and priority bus network with adjoining authorities, Fig 7 is inward looking. Any policy should include a bus priority network/ routes in Royston.
- Priority Traffic Management Network does not recognise current east/west congestion issues through Hitchin from Luton to Stevenage, as indicated in Fig 3 under challenges, and this route should be included. Noted that south-western **Hitchin A602 / A505 bypass**, which was included on the long-listed options, is not being pursued, and should be reconsidered.
- Great concern at the apparent lack of a policy in considering **growth beyond the next 15 years**. At the strategic level there are currently no policies or transport schemes that address current or future levels of population and housing growth. major schemes could be critical to unlocking new directions of growth and or new settlement options in the north of the County were schemes such as the A120 continuation to Stevenage, A507 Buntingford –Baldock upgrade and /or the A505 link pursued.
- HCC need to be giving consideration to other potential schemes as part of this LTP associated with the proposed growth to the north of the county and therefore need to be actively working with the districts, neighbouring authorities, Highways England, key stakeholders and other service providers.
- A **Sustainable Travel Town** should also be considered for Hitchin / Letchworth / Baldock.
- A **major scheme at the A10 south of Royston** should be considered.
- Impacts of the **Oxford-Cambridge Expressway** on North Herts should be identified.

### St Albans City & District Council

- Would like to see more information on **funding and developer funding** for transport improvements.
- Strategy seems focussed on **disincentives for car drivers** rather than incentives for other forms of transport. Increased parking charges will be detrimental to local economy.
- **Rail Freight terminal** and its traffic impact does not appear to have been given appropriate consideration.
- **Scepticism at future traffic growth** forecasts given experience of recent years, growth in train use, increase in cycle parking, future ageing population.
- Further consideration required on **A414 junction** upgrade plans, and disproportionate cost of Jack Oldings scheme. Junctions improvement plans should be joined up and not approached piecemeal. What impact will BRT scheme have on road capacity?
- **Abbey Line** should remain as heavy rail with funding for passing loop, and link loop direct to Euston should be reconsidered. Case for BRT/rail should consider Watford-St Albans link separate from Hemel-Hertford, given existing rail infrastructure. **Nicky Line and Lea Valley** should be considered for rapid transport.
- **Technology** advancements in electric vehicles, electric scooters/bikes, autonomous cars should be considered. More EV charging points should be considered.
- **Airport expansion** at both Luton and Stansted must be taken into account, and issues in Harpenden/B653 arising from this.

## Stevenage Borough Council

- **Critical of HCC's reliance on transport models**, and that they should be one input into the formulation of a mobility strategy that also embraces broader concepts of mobility such as virtual mobility.
- Vision range of measures may be new to Hertfordshire but unremarkable by UK standards. They could readily be portrayed as 'anti-car' and so the **County Council must commit more strongly to securing public support for this package.**
- More radical proposals in the Vision were widely accepted 30 years ago (bus priority, reallocating road space, restricting car parking) and there is a lack of recognition of modern trends (e-working, autonomous vehicles, congestion charging, workplace parking levies). **Vision is not ambitious enough** to facilitate modal shift, and lacks desire to move away from a traditional road-building or capacity-enhancing solutions.
- Despite being a principle it is not clear where 'integration of land-use and transport planning' features in the strategy. **Consideration of land use planning post 2031** and new settlements lacking. Same criticism stands for the other principles.
- Council welcomes the opportunity to work with HCC to make Stevenage an exemplar of modal shift. Reinvigorating the cycling provision, bus priority and reallocation of road space will be essential in this. **Accepts case for on and off-street parking control playing a role**, but implications of this to users needs to be fully understood.
- **Vision needs more rail content**, including planned and desired improvements.
- Contradiction in Vision of dismissing more road building as an option but proposing a **Hertford Bypass**. Alternative option suggested of **reinstating rail line between Hertford's 2 stations** to improve connectivity from Stevenage to Cheshunt/Stansted.
- Bus replacement services from May 2018 between Stevenage-Hertford North is deplored and undermines role of Stevenage as a hub station, as well as encouraging more traffic particularly on A602.
- A **heavy rail link between Luton Airport and Stevenage** should be explored. Coupled with the reinstatement of the link between Hertford's stations and north facing chord at Rye House would enable a link between Luton and Stansted Airports.
- Vision should commit to further development of a **Stevenage South Station** on the Hertford Branch line.
- Support for **shared mobility** policy and SBC has already initiated lift-sharing schemes as part of Green Travel Plans, a town centre Boris-bike style cycle hire scheme and electric car club, and seeks to develop these further with S106 agreements. HCC support would be welcome.
- Strong support for **priority bus network** concept, which can support better bus connections between Stevenage, Hitchin, Letchworth and Baldock.
- Stevenage, Hitchin, Letchworth and Baldock should be an early **Growth and Transport Plan**, encompassing high-specification bus links, and Vision should also recognise potential for a **new settlement** post 2026 on eastern side of this triangle.

## Watford Borough Council

- Detail and benefits of the Met Line Extension are highlighted, as well as development being delivered near the new Cassiobridge station, and the capacity issues identified in and around Watford Junction station.
- Value and benefit of **park and ride** options critiqued, although potential for a scheme to serve Watford Football Club on match days highlighted.
- Evidence considered to suggest **bus priority** schemes have mixed success where implemented elsewhere, but could be effective.
- A review suggested on level of evening bus services in Watford town centre, undertaken jointly with the borough council, HCC and bus operators, as well as discussions with bus operators on bus layovers on the High Street.
- Suggestions provided on town centre cycling infrastructure improvements, a bike hire club, walking & cycling signage.
- Pros and cons of car clubs and suitability to Watford considered, with overall conclusion they could have a role.
- Caution urged on the impact car clubs may have on overall levels of car use with some studies suggesting reductions in car travel by car owning households who may use it to reduce their car ownership level being off-set by non-car owning households increasing their car use. MLX, improved bus services and better cycling provision could reduce the need for car clubs in Watford. But overall potential of car clubs recognised, particularly given technology and its younger London commuter population.
- Notable uptake of Electric Vehicles in Watford highlighted (1/3 of county total registered in borough), and suggested **more charge points** provided perhaps as part of new development and accommodated in lampposts. **More public rapid charge points recommended.**
- Further work/discussions are required on whether a **BRT** solution is appropriate for the Abbey Line or improvements should be made to the rail line.

## Welwyn Hatfield Borough Council

- Has the potential for **reduced travel** and need for transport infrastructure due to technology enabling home working been recognised in the Vision?
- Consider the need for an objective around enhancing **intra-urban** connectivity particularly by non-car modes for the entirety of their journeys.
- Integration of land use and transport planning supported but concerted effort on all sides will be required ensuring local planning authority, highways development control, public transport and sustainable travel all aligned to the LTP, which itself is responsive to Local Plan proposals.
- Importance of **A1(M) and A414** intersections to local housing growth and economy stressed, and would like to see further details on timing, structure and content of any Growth and Transport Plan for the area.
- Serious concern at why **Welwyn/Hatfield not included as a Sustainable Travel Town**, when it is identified as a Primary Urban Centre. Recognise need to focus resource for meaningful impact but concern other areas could be starved of funding for sustainable travel measures. Level of housing growth in Welwyn/Hatfield compared to St Albans used to make case, as well as synergy with Hatfield 2030+ renewal project, and the BRT proposal.
- Support **Hertford Bypass** proposal, subject to a solution being found to A1m J4 so congestion not transferred further along A414, and concerns over sustainable

travel town status being addressed given allocation of East Herts growth at Birchall Garden Suburb east of WGC.

- A414 junction upgrades major scheme strongly supported, and importance of finding a long term solution to problems to congestion at Jack Oldings/J4 area stressed.
- Strong support for **BRT** proposal, which should complement Hatfield 2030+ initiatives and link Hatfield and WGC.
- Broad agreement that improved sustainable travel provision will not be sufficient to achieve mode shift, but that any **demand management** measures such as parking restraint must be carefully thought through and balanced with progress towards genuinely sustainable solutions.
- Short to medium term measures to address congestion should remain a priority alongside an encouragement toward modal shift, given key schemes such as the BRT could be subject to implementation delay.

### **Buckinghamshire County Council**

- Connectivity to regional centres and Primary Urban Centres perhaps restricts the opportunities of improved connections to areas with more dispersed economic opportunities such as Bucks where there is the highest proportion of smaller companies in England, with several specialist business clusters (such as motorsport at Silverstone, media at Pinewood).
- BRT scheme could benefit bus services between Aylesbury-Tring-Hemel-Watford and would be welcomed.
- Request the HCC include support in strategy for BCC Local Growth Fund Bid 'Greenways to Growth' which seeks to turn towpaths focussed on the Grand Union Canal into transport corridors (Aylesbury-Tring-Wendover)
- Key to LTP success will be **cooperation between neighbouring authorities** such as Bucks, and via mechanisms such as England's Economic Heartland Strategic Alliance. Plan should fully consider cross border issues, schemes and mechanisms.
- Cross border solutions/activity include Technology and data driven solutions like the OneTransport consortium both councils participate in, Community led solutions such as community transport, and key transport infrastructure/opportunities serving a cross border catchment such as Tring Station.
- Linked with this would be more explicit support for the National Infrastructure Commissions work on **Oxford-Cambridge Corridor**.

### **Essex County Council**

- Stansted Airport and the growth of Harlow can provide foci for growth in the east of Herts.
- Suggest that **Harlow is added to the list of Primary Urban Centres**.
- Unclear how the Transport User hierarchy will work in practice to produce the levels of modal shift identified in Transport Vision 2050.
- Step change in cycling: The Essex Cycling Strategy has just been updated.
- Efforts should be made to work with current and future bus and rail operators to introduce integrated **smart ticketing** to support seamless multimodal end to end journeys.
- ECC notes that **Bishop Stortford is not included on the proposed bus network**; we would suggest Hertfordshire looks at options to improve access to

Bishops Stortford from the west and considers working with Essex to improve bus access to Harlow and Stansted Airport.

- Important that appropriate **bus priority is provided on key corridors within the main urban centres** to further cement the commitment to sustainable forms of travel within urban centres.
- Any Local Growth and Transport Plan for East Hertfordshire is likely to require close coordination with Essex County Council and consideration of Harlow growth.
- **Sustainable Travel Town** scheme provide little information on the scale of the task, in terms of planned growth, % modal shift expected between modes, or the actual investment required to deliver this. Based upon experience in Essex the proposed cost for each package looks optimistic. Sustainable travel towns have in the past delivered about 10% modal shift from the car to sustainable modes; it is not clear from the Vision whether this is in line with the requirement in Hertfordshire or whether something more challenging is required.
- Consideration should be given to **extending the proposed BRT** route to link directly to Bishop's Stortford and indeed onto Stansted Airport.
- More information should be provided on the scale of local growth and the **levels of modal shift necessary** to deliver the Vision.
- ECC would wish to see further analysis of issues in East Herts adjacent to Harlow.

### Luton Borough Council

- Consultation report figure 2 makes no reference to HE's proposals to **upgrade the A1** north of Hertfordshire or the **Oxford-Cambridge Expressway** proposal.
- The six LEP submission (including Herts LEP) to the National infrastructure Commission on Oxford-Cambridge corridor highlighted journey to work area overlap for Stevenage & Luton, and East West Rail central section evidence demonstrated **strong connection between Luton, Luton Airport and main towns in north and central Herts**.
- Aforementioned schemes present opportunity to improve connectivity between Luton and north Hertfordshire towns. We feel the Vision emphasis on more sustainable travel and reduced limited road capacity improvements is at expense of **improving road and rail connectivity, particularly east-west routes**.
- Of the Highways England corridor options presented for the Oxford-Cambridge Expressway, Luton favours the southern corridor option, south of Milton Keynes and on an upgraded A418 and A505 corridor in Bucks/Beds would enhance east-west connectivity to Luton, its airport and North Herts.
- Regarding the HE study of the A1 LBC has no strong view as to whether the route upgrade north of Hertfordshire is achieved on-line or off-line but supports the concept of improved east-west connectivity where routes intersect the A1, and in particular **LBC is seeking improvements to the A602 between the A1m and Luton Airport**.
- LBC is keen to work with HCC, as well as Stevenage Borough and North Hertfordshire District to review the opportunities for a **Bus Rapid Transit route between Luton and Hitchin/Stevenage**. Given our experience working on the Luton Dunstable Busway we are keen to work with HCC to promote this connection, and assist development of the **Vision BRT proposal**.

## Historic England

- HE welcome the **objective** to preserve the character and quality of the Hertfordshire environment.
- Do not have preferred policy options, but when assessing **policy options**, consideration should be given to Hertfordshire's rich **historic environment**.
- What may seem like small impacts, like the intelligent technologies identified in **policy option 5**, can have detrimental effects or indirect effects through their usage on the historic environment.
- There also are **cumulative** considerations.
- **Major project** proposals 2-5 could impact on a number of **designated heritage assets**, depending on what proposals are brought forward for each scheme.
- HE Recommended a number of **advice publications** for use when considering heritage assets, including: Good Practice advice in planning, advice notes for local plans, Sustainability Appraisals and Strategic Environmental Assessments, publications for streetscape improvements.

## APPENDIX 3 – ABBEY LINE RESPONSE

Dear Cllr Ashley,

I object in the strongest possible terms to the proposals for closing the Abbey Line and turning it into a Bus Rapid Transit (BRT) route, as set out in the Transport Vision 2050.

Closing existing rail lines and converting them to BRT is a bad idea for five reasons:

- environmental impact
- passenger comfort and perception
- loss of network benefits
- reliability
- cost

It is widely acknowledged that given a choice, people see rail / light rail as a superior mode to bus, and would be more encouraged to switch to rail should the service be enhanced.

Removing the line from the rail system means that people would see it as 'just another bus route', rather than as a feeder to the rest of the rail network.

Bus usage has been on a steady downward trend outside London since 1986 whilst rail usage is at record high levels. HCC themselves have cut many bus services in recent years whilst rail usage continues to expand relentlessly across the UK.

On the environmental impact, the rolling resistance of a rubber-tyred bus on a concrete track is significantly higher than the steel wheels of a train on steel rails. Furthermore, diesel buses have to carry around their own power unit, with a consequent penalty in weight and hence fuel consumption, whereas electric rail vehicles are zero emissions at the point of use. Diesel buses also have a serious impact on local air quality.

The consequences of pouring thousands of tonnes of concrete to create the guideways in itself is a CO<sub>2</sub>-intensive activity, additionally noting that doing so through Bricket Wood would be within a designated Site of Special Scientific Interest (SSSI).

On reliability and cost, a 'pioneering' scheme on the old Cambridge to St Ives railway line suffered severe delays, cost overruns and quality failings – which are still being addressed.

To make the service more attractive and boost ridership, the case for installing a 'passing loop' and bringing in a second train to operate a higher frequency shuttle should be revisited.

A thorough review of new and innovative rail technologies and operating methods such as the Warwick Manufacturing Group's 'Very Light Rail' concept vehicle and Vivarail's 'D-train' should be undertaken to examine the opportunities for operational cost reductions without having to invest vast sums of money in new infrastructure. Additionally the cost of leasing ex-BR electric rolling stock is known to be falling considerably, so this too should be considered.

Similarly, contractors other than Network Rail should be asked to price for the passing loop and signalling required, as Network Rail have consistently failed to rise to the challenge of the 'Community Rail' concept – which was supposed to apply standards more suitable to branch lines and rural lines in the delivery of cost-effective infrastructure enhancements.

Whilst the Hertfordshire Rail Strategy, published last July, dismisses the passing loop as, “unlikely to be considered by funders as a priority, as it would require provision of two train sets and train crew in place of the current one, making it difficult to achieve a favourable business case”, no such business case has ever been presented for public scrutiny, and in any case it is thought to be severely undermined by a high level of usage going unrecorded because of ticketless travel on the branch. This issue has recently been acknowledged by the Department for Transport's very own figures (up to 37% journeys being made without a valid ticket).

In summary, I urge you to withdraw the damaging and costly BRT proposals and retain the Abbey Line as a rail route. Innovative and cost-efficient rail-based solutions to enhance the service frequency and optimise running costs exist and these should be pursued. I further urge you to work with the Abbey Flyer Users' Group in the pursuit of these aims, as they have considerable expertise in the matter.