

HERTFORDSHIRE LOCAL TRANSPORT BODY

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TRANSPORT VISION – POST STAKEHOLDER ENGAGEMENT REPORT AND PROJECT UPDATE

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1 Purpose of report

1.1 The purpose of this report is to:

- a) Present a summary of feedback from the Transport Vision Stakeholder Engagement in 2015, and explain how this is informing the Transport Vision strategy development.
- b) Present the newly defined Transport Vision Objectives which have emerged from the Stakeholder Engagement and which will be the framework for the new Local Transport Plan.
- c) Update on the process for identifying the Major Transport Schemes for inclusion in the LTP.
- d) Update on process for agreeing a draft Local Transport Plan for summer public consultation, and adoption before 2017.

2 Background

2.1 A new spatial Transport Vision for Hertfordshire to 2050 was requested by the Highways and Waste Management Panel in 2014. This was in view of changes in the local and national planning and transport context since the current Local Transport Plan (LTP) was adopted in 2011, and the absence of a new generation of major transport schemes, since those detailed in previous local transport plans are now being delivered.

2.2 In January 2015 the first stage of the Transport Vision project outlined a future vision of Hertfordshire, positive and negative variations on this, the challenges and opportunities that could determine this, and the role of transport in delivering this. During 2015 work commenced on Stage 2 of the vision work, this study developed the Vision evidence base by furthering understanding on how transport can best contribute to future economic growth, currently the primary public policy objective and a necessary consideration in securing investment in the local transport system. The study also outlined options for future packages of major transport schemes/interventions.

2.3 A Stage 2 Consultation Report was subjected to a two month stakeholder engagement exercise in the Autumn of 2015. This served to elicit feedback on our transport objectives, challenges and issues, major transport schemes, and long term planning scenarios.

3 Recommendation

It is requested that the Board note this report.

4 Stakeholder Engagement Feedback

4.1 The Transport Vision stakeholder engagement ran from the beginning of October to the beginning of December and received 30 responses from key stakeholders. The following table summarises some key messages from the engagement feedback, and how this will be factored into the development of the Local Transport Plan.

Message	Response
Scepticism that the transport strategy is sufficiently bold or visionary.	Will carry this forward into the further work on the Transport Strategy, and ensure the major schemes and policies consider the case for more radical and/or ambitious approaches.
Have greater modal shift ambitions away from car use	The necessity for modal shift is acknowledged in the Vision and Objectives, and the methods for this will become more apparent as the broader strategy develops.
Cycling and active travel should play a greater role	This is accepted, and is reflected in both the Vision and Objectives.
Objectives need to consider broader range of policy drivers than economic growth.	This has been accepted, and the new set of Objectives acknowledge transport's contribution to a broader range of policy goals, whilst maintaining an emphasis on economic growth. We feel this better supports delivery of the Vision, and broadens the opportunity for securing funding.
Need clarity on how strategy will translate into actions to tackle short term issues currently experienced such as congestion.	The development of the broader LTP sitting alongside the major schemes, will give greater clarity on approaches in the short term that align with the long term vision.
Important the vision accommodates growth to 2031.	This is accepted, and similar to the above the broader LTP will provide greater reassurance on this, and the LTP supporting strategies such as the more locally focussed Growth and Transport Plans will give further detail.
In short to medium term need to focus on better provision for walking, cycling and buses in advance of longer term Passenger Transit systems.	This is likely, but the broader LTP will address the extent to which this will be the case.
Calls for new rail connections and extended bus provision	All suggested schemes have been considered for inclusion in work to develop the long list and its prioritisation. Viability/deliverability will be a key consideration in the major schemes being taken forward as part of the Vision. In the current climate, schemes dependent on greater levels of revenue funding (such as enhanced bus service provision) with little prospect of becoming commercially viable are considered to be unrealistic.
Limitations of a highways only approach given impact on health, environment and congestion.	This is recognised, and the LTP will indicate the extent to which an enhanced highways capacity approach is compatible with the longer term vision.

Message	Response
Good and fast links to London seen as vital for county.	This is accepted, and will feature in the LTP.
Lack of East West connectivity, and need to outline approach for the A414.	This is accepted, and the LTP will provide greater detail on the issue and preferred approaches to it, compatible with the longer term vision.
Mixed views on respective benefits of the long term land use scenarios.	To be expected, and the reality is no single approach is likely to be sufficient to deliver the growth required and meet policy objectives. LTP will need to ensure it is flexible enough to accommodate the varying longer term options.
Need to think beyond transport and acknowledge wider issues regarding strength of local economy and housing market affecting travel behaviour.	Transport Vision and Objectives align with this in seeking to support local economic growth, and catering for growth/increased housing supply. We will seek to make this link clear in the draft LTP.
Some district councils uncomfortable with the Transport Vision discussing post 2031 growth scenarios.	A long term plan for transport that does not recognise the interaction/implications between this and longer term land use planning scenarios would be a significant oversight. The LTP will take care in how this is presented however, recognising the political sensitivities.

4.2 Responses were received from eight of the borough/district councils. A summary of their substantive comments, and further information on the other stakeholders involved can be viewed in the March 2016 [Environment, Planning and Transport Panel Paper](#).

5 Transport Vision Objectives

5.1 As referred to above, stakeholder feedback indicated the objectives presented in the Stage 2 vision report needed to have a broader focus than economic growth and recognise transport's contribution to other important policy areas. In view of this feedback and building on the evidence included in both the Stage 1 and 2 reports an updated set of objectives has been defined. The transport objectives provide a framework for how investment in the transport system can aid the delivery of the 2050 Vision, they are outlined below.

Objectives
Prosperity
1) Improve access to international gateways and regional centres outside of Hertfordshire.
2) Enhanced connectivity between the large and growing towns in Hertfordshire.
3) Improve accessibility between employers and their labour markets.
4) Enhance journey time reliability and network resilience across Hertfordshire.
Place
5) Enhance the quality and vitality of our town centres
6) Preserve the character and quality of the Hertfordshire environment outside of its key urban centres.
People
7) Making journeys and their impact safer and healthier
8) Improving access and enabling participation in everyday life through transport

- 5.2 Whilst our strategic focus will be to deliver these objectives, the following cross-cutting themes will be common to our approaches and should be at the forefront of our service delivery considerations:

Cross-cutting Themes	
Reducing carbon emissions	
Integration of transport and land use planning	
Application and adoption of new technology	
Cost effective/value for money delivery and maintenance of the transport network.	
Encouraging active travel	

- 5.3 The objectives still give due consideration to the important contributions of transport to economic growth, but also recognise its key role in other areas of public policy. In covering more explicitly a broader range of policy areas, the objectives will also align with a greater range of future funding opportunities, enhancing the prospects of elements of the strategy being delivered.
- 5.4 The objectives are being used to assist with the appraisal of our Major Scheme options (see below) and will form the framework of the new LTP which will outline our strategy for delivering the Transport Vision.

6 Major Scheme Option Development

- 6.1 Following the Stakeholder Engagement exercise it was apparent that the major schemes presented in the Stage 2 work, were not sufficiently broad ranging and complete. In response, work was undertaken to further develop our long list of major transport scheme options. Scheme options in addition to what was presented in the Stage 2 report were derived from stakeholders and our consultants AECOM drawing on their knowledge and experience from other studies in the county. The Long list can be viewed in the [March 2016 Environment, Planning and Transport Panel Paper](#).
- 6.2 The Long list is being appraised against the LTP objectives and Department for Transport business case criteria to identify a shortlist of schemes which will be further developed and tested in the new countywide transport model. A preferred set of major schemes will be included in the LTP.

7. Next steps and process

- 7.1 Transport Vision work during 2016 will be focussed on the production of a new draft summary LTP for public consultation over the summer, followed by LTP adoption before 2017. The following timeline is proposed:

Environment, Planning and Transport Cabinet Panel review draft summary LTP for public consultation	30 June 2016
Cabinet	11 July 2016
Public Consultation (12 weeks)	Late July – Oct 2016
Cabinet / Full Council Adopt LTP	Nov/Dec 2016

- 7.2 Further information on the development of the draft LTP and the Summer consultation material will be updated at the next LTB meeting in July 2016.