

Notice to the Secretary of State for Transport,

National Transport Casework Team,
Department for Transport,
Tyneside House,
Skinnerburn Road,
Newcastle upon Tyne,
NE4 7AR.

From CycleHerts <https://www.cycleherts.org.uk/>

%

Adam Edwards
Chair - WelHatCycling
81 Crawford Road
Hatfield
Herts
AL10 0PF

adamedwards313@btinternet.com

07963 505025

With the endorsement of the following other groups and individuals:

- Barnet Cycling Campaign <https://barnetlcc.org/>
- East Herts Forty Plus Cycling Club
<https://sites.google.com/site/40plusccheerts/>
- Forty Plus Cycling Club <http://www.fortypluscc.co.uk/>
- Hertfordshire Wheelers <http://www.herts-wheelers.org.uk>
 - Graham Knight (Secretary)
 - John Highet
 - John Clark
 - Tony Howard
 - Cathy Parker
 - Angela Dobson
 - Carolyn Alexander
 - Geoff Green
 - Tim Dobson
 - Alex Powell
 - Kate D'Arcy
 - John Farnham
 - Ian Bailey
 - Barry Sumby
- Rona Wightman, BSc MICE MWES; Cycling UK ride leader, Breeze Champion
- South Herts Cyclists <https://www.southhertsctc.org.uk/>
 - Jon Crosby

- SPOKES: South West Herts Cycling Group <http://www.spokesgroup.org.uk/>
- St Albans Cycling Campaign <http://groupspaces.com/STACC/>
- Stevenage and North Herts CTC <http://www.stevenagectc.org.uk/>
 - Tina Walker (Chair)
 - Jim Brown (Secretary)
- Stort Valley (East Herts) CTC
- Watton Wheelers <http://wattonwheelers.co.uk/>
- WelHatCycling <http://www.welhatcycling.org.uk/>
 - Adam Edwards (Chair)
- Welwyn Wheelers Cycling Club <http://welwynwheelers.org.uk/>

SRO Objection

The Highways Act 1980
The Hertfordshire County Council
(A602 Improvements (Watton-at-Stone to Tonwell) Classified Road)
(Side Roads) Order 2019

CycleHerts is the federation of cycle campaign organisations in Hertfordshire. We have over 1,000 members in our groups. We object to this Side Roads Order, which facilitates the construction of a road that will be more dangerous for Non-Motorised Users (NMUs).

Hertfordshire County Council (HCC) has a duty of care towards all road users when constructing this road. Increasing the capacity and hence the convenience of using the road will attract more traffic. The design improvements will increase the perception of safety for motorised traffic, increasing traffic speeds. Increased traffic volumes and speeds, without adequate provision for NMUs, means the safety and convenience of NMUs will be adversely affected.

Many cyclists use/cross the A602 between Stony Hills and Sacombe Pound to get between Hertford/Welwyn Garden City and Dane End/Sacombe Green and the lanes beyond. Some ride along the A602 between these two points, others cross the A602 directly to Sacombe Park, where the bridleway routes are particularly valuable for off-road cyclists, walkers and horse riders.

Government guidance shows clearly that off-carriageway routes for NMUs are appropriate for a road carrying high volumes of traffic at high speeds, but the SRO does not propose this along the critical half mile section of the A602 Ware Road between Stony Hills and Sacombe Pound. No suitable crossing is being provided between Stony Hills and Bridleway 023 in Sacombe Park.

Government policy at all levels stresses the importance of active and sustainable travel. By not providing appropriate provision for NMUs, the SRO fails to take account of these strategies and plans:

Government Cycling and Walking Investment Strategy
Hertfordshire Local Transport Plan
East Herts District Plan
Hertfordshire Active Travel Strategy
Hertfordshire Health and Wellbeing Strategy

We welcome the addition of a shared cyclist/pedestrian route bypassing the A602/A119 roundabout.

However, none of our other suggestions have yet been adopted. We therefore request that this SRO should not be approved without provision of:

- a) a suitable off-carriageway route for NMUs travelling between the Stony Hills and Sacombe Pound junctions, and
- b) a safe crossing for NMUs between Stony Hills and Bridleway 023.

We provide more detail below in the context of:

- A. Comments on the SRO Statement of Reasons
- B. Non-compliance with design standards
- C. Non-compliance with national and local strategies and plans
- D. Personal endorsements

A. Comments on the SRO Statement of Reasons

We refer to paragraphs in the Statement of Reasons to highlight where provision for NMUs has not been adequately considered.

1.1. The Site Description fails to say that the A602 is a barrier for non-motorised users (NMUs) to cross.

3.1.1. The statement fails to refer to relevant changes to other parts of the primary east-west road network in Hertfordshire and its effect on traffic modelling. Of particular relevance are the Little Hadham bypass on the A120, which is under construction, and the proposed HGV 7.5t weight restriction on the A507 at Cottered, where the recommended alternative route is the A602. Both of these changes will mean an increase in general and HGV traffic volumes using the A602 as the link between Colchester, Stansted Airport, the M11, A10, Stevenage and A1M.

3.1.5. Reducing the curvature of certain bends, in addition to improving journey reliability and resilience, will also facilitate faster speeds and this has been acknowledged by Hertfordshire Highways. This, and the other improvements of widening and increasing capacity at junctions and reducing gradients, will make the route easier for motorised traffic to use and will inevitably attract increased volumes.

3.1.7. NMUs also deserve safe, efficient and resilient transport facilities.

3.2.2. We welcome the addition of a shared pedestrian/cyclist route around the SW corner of the A602/A119 roundabout at Watton-at-Stone and the uncontrolled crossing using the traffic island on the A119 approach to this roundabout, which will allow cyclists to avoid using the 2-lane roundabout.

3.2.3. Realignment of the southern spur of C16 to Ware Road and converting it to a bridleway, linking to Bridleway 023, will encourage NMUs to think this is the safer route for them to cross the A602 (rather than following the A602 to cross between C16 and Sacombe Pound). On the contrary: The faster speeds and volumes of traffic, coupled with lack of provision of an informal crossing with traffic island and reduced speed limit, would mean NMUs using an extremely hazardous unmarked crossing.

3.3.1. The statement fails to refer to the government's cycling and walking investment strategy (CWIS¹).

7.1.3. While the scheme is expected to provide benefits for motorised users, it will adversely affect the safety and convenience of routes for NMUs.

7.1.4. Promoting sustainable transport: Wider sustainability and health objectives are adversely affected by lack of provision for NMUs in conflict with Hertfordshire Health and Wellbeing Strategy 2016-2020 (see section C).

7.2.1. The SRO should conform to Hertfordshire's local transport plan LTP4², which aims to encourage active travel and improve sustainable travel provision to achieve 'a modal shift in future years away from car use to more sustainable modes such as walking and cycling'. LTP4 says:

¹ <https://publications.parliament.uk/pa/cm201719/cmselect/cmtrans/1487/148706.htm>

² <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

- Page 40: Transport infrastructure such as roads and rail lines can limit accessibility by severing communities, and by acting as a physical barrier to walking and cycling.
- Page 43: The potential public health benefits of increased levels of active travel indicate this should be a high priority, and a key feature of the future transport system we are planning for.
- Page 62: ...there may be other benefits from [longer distance interurban cycle routes] such as in support for recreational cycling and tourism...
- Page 59: E) Active Travel – Walking and Cycling: Active travel helps to improve physical and mental health and reduce obesity. Obesity causes a range of chronic health conditions ranging from cardiovascular disease to dementia...Physical activity can also help increase staff productivity and reduce absenteeism.

We include further details of non-compliance to transport and health policies later in this document.

7.2.2. The Eastern Herts Transport Plan includes an objective for Pedestrian and Cycling Facilities, but this scheme fails to make adequate provision for NMUs. Consequently, NMUs will be adversely affected in terms of;

- Safety
- Access to Facilities
- Congestion/Ease of Movement

7.3.1. The scheme fails to comply with The East Herts District Plan 2018 policies TRA1 Sustainable Transport and CFLR3 Public Rights of Way.

B. Non-compliance with design standards

Hertfordshire Highways Major Projects team have stated that they follow the Design Manual for Roads and Bridges (DMRB) guidance strictly. However, these standards are not being met in the provision for crossing the A602 route between Stony Hills and Bridleway 023, and for cycling along the A602 route between the Stony Hills and Sacombe Pound junctions.

We focus on extracts from various DMRB³ sections relating to provision for NMUs and add our comments in italics below. However, we also refer to Local Transport Note 2/08⁴.

1 Site Assessment

1.1 Formal Site Assessment

TA91/05 3.31. As with all highway schemes, assessment and justification will be required for schemes including NMU facilities. The assessment will cover Environment, Safety, Economy, Accessibility and Integration.

TA91/05 3.32. The provision of NMU facilities, including new routes and crossings, should be regarded as an integral element of the overall cost of a scheme and not as an additional item that needs to be separately justified. As such, provision of measures for NMUs should be considered in the same way as other 'soft' features such as landscaping.

1.2 Option Assessment

TA91/05 3.14. Based on TA91/05 Table 3/1 Hierarchies of Provision for NMUs, facilities should be Convenient (direct & reduced delay), Accessible (part of a network), Safe (& perceived to be safe), Comfortable (meet design standards & for all types of user) and Attractive (aesthetics, noise reduction).

The SRO shows no evidence of site or option assessments for NMUs.

2 Bridleway Crossing at Sacombe Park

Between Stony Hills and Bridleway 023.

2.1 Record of crossing site assessment

TA91/05 Annex 4: NMU CROSSING SITE ASSESSMENT RECORD SHEET

We have previously requested a copy of the formal Site Assessment and Option Assessment for this crossing. This has not been provided and is not referred to in the SRO.

³DMRB <http://www.standardsforhighways.co.uk/ha/standards/dmr/index.htm>

⁴LTN2/08 <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208>

**TA91/05 Table 6/1
Criteria for Suitability of Informal At-Grade Rights of Way Crossings**

Road type	AADT flow (two-way)		
	Normally Appropriate	Potentially Appropriate (see paragraph 6.8)	Not Normally Appropriate
Single carriageway	Below 8,000	8,000 to 12,000	Above 12,000
Dual carriageway	Below 16,000	16,000 to 25,000	Above 25,000
Wide single c'way	-	Below 10,000	Above 10,000

CD195 Table E4.1 stipulates a grade separated crossing in all situations where the traffic speed limit is 60 mph. With 50 or 40 mph speed limits a signal controlled crossing is possible. Uncontrolled crossings of 2 lanes are preferred when the speed limit is 50 or 40 mph and traffic flow is <6000.

LTN 2/08 Table 10.1 Crossing Types

85th percentile speed	Traffic flow (twoway daily)	Type of crossing
< 50 mph	<6,000	Cyclists give way to road traffic
< 50 mph	< 50 mph	Cyclists give way to road traffic plus central refuge – urban
< 60 mph	<10,000	Cyclists give way to road traffic plus central refuge – rural
< 50 mph	>8,000	Signal controlled, including Toucans
> 50 mph	>8,000	Grade separated crossing – urban
> 60 mph	>10,000	Grade separated crossing – rural

AADF⁵ on the A602 in 2018 was 16,593 i.e. "not normally appropriate". This consisted of 516 HGVs, 2625 light goods, 30 buses, 13,347 cars and 76 motorcycles.

2.2 TA91/05 section 6.8

In situations where the range is identified in Table 6/1 as '**potentially appropriate**', designers should consider in more detail whether an informal at-grade crossing is suitable. This would include:

- Site-specific factors that may make it easier to cross, e.g. signals upstream of the crossing point, **speed limits below national levels**;
- Potential demand to cross, types of user and types of journey being undertaken;
- **Overall diversion and delay caused to NMUs** on routes that would use the crossing point;
- **Implications of providing a grade separated crossing** (considering design options, environmental impact and possible ways of minimising this);
- Any mitigation measures that may be possible in association with an informal at-grade crossing (e.g. **speed activated signs**).

TA91/05 Table 6.1 and other guidance shows that an informal at-grade crossing is not suitable by a large margin. However, the SRO proposes to use an informal straight-across, at-grade crossing and makes no mention of mitigation measures.

⁵ Source: <https://roadtraffic.dft.gov.uk>

2.3 TA91/05 section 6.9 Warning Signs

For any informal at-grade crossing, consideration should be given to warning drivers of possible NMU activity using **signs** to diagram 562 plated with '**Pedestrians crossing**' or '**Cycles crossing**'. Detailed guidance can be found in the Traffic Signs Manual, Chapter 4 (DfT, 2004).

We believe that 'Pedestrians Crossing' signs must be provided at the Sacombe Park bridleway. The SRO makes no mention of warning signs.

2.4 TA91/05 section 6.18 Informal Pedestrian and Cycle Crossings

Refuge islands may be provided within the carriageway to improve crossing facilities for pedestrians and cyclists (see Figure 6/1). However, it should be noted that physical islands on high-speed roads may constitute a hazard, and consideration should be given to speed reduction measures in these situations. Any island on a road with a speed limit greater than 40mph, that is not part of a single lane dualling design, requires 'Departure from Standards' approval.

We have suggested that a traffic island is essential to improve safety for NMUs at any at-grade crossing. These are being provided at the two road junctions, but the SRO does not include any refuge to allow the A602 to be crossed in two stages at the bridleway crossing. This is particularly important for family cycling groups (e.g. with children in cycle trailers) given vehicle speeds.

2.5 TA91/05 section 6.16

For any at-grade crossing, provision of adequate visibility is very important for safety reasons. Further details on visibility may be found in TA 90 (DMRB 6.3.5).

We have suggested moving the bridleway crossing further north to maximise sight lines in both directions for pedestrians, equestrians and cyclists when crossing the A602.

2.6 Preferred Minimum "y" Distances for NMU Routes at Crossings

DMRB Volume 6 Section 3 Part 5 **TA 90/05** & Volume 6 Section 2 Chapter 7 Part 6 **TD 42/95** & DMRB Vol 6 Sec 1 Pt 1 **TD9/93**

Kph	Mph	Distance m (Equestrian)	Distance m (Cyclist)	Kph	Mph	Distance m (Equestrian)	Distance m (Cyclist)
50	31	135	70	85	53	270	160
60	37	168	90	100	62	345	215
70	43	211	120	120	75	Not recommended	295

1.5x these figures if a crest on the major road exceeds minimum curvature.

The SRO fails to state whether the proposed bridleway crossing meets SSD requirements. We suspect it might not.

2.7 TA91/05 section 6.29

Equestrians need to stand well back from the side of the road while waiting to cross. For all equestrian crossings, the grass verge should therefore be extended back on each side of the road at the point of crossing to provide a **holding area for horses within the verge (10m wide x 5m long)**. In some situations the physical area required to create

a holding area may trigger the rejection of an at-grade solution. TA 90 (DMRB 6.3.5) provides further details.

The SRO does not appear to consider the need for a suitable holding area.

2.8 TA91/05 section 6.30

To prevent horse riders from moving straight across the road without checking for oncoming traffic, it can be beneficial to stagger the bridleway approach to the crossing from a suitable distance or provide a **chicane at the entrance/exit to the highway boundary** (considering the needs of other users).

The SRO does not appear to consider the need for a chicane.

2.9 TA91/05 section 6.31

It will be necessary to ensure that any informal equestrian crossings with holding areas are clearly visible to motor vehicles from the carriageway. **Warning signs** may be used to assist in alerting drivers to the hazard. However, additional visual highlighters may be used such as **white rails or skid resistant surfacing on the approach to the crossing** as identified in HD 28 (DMRB 7.3.1) and HD 36 (DMRB 7.5.1).

We have previously suggested that safety for NMUs could be significantly improved if the bridleway crossing could;

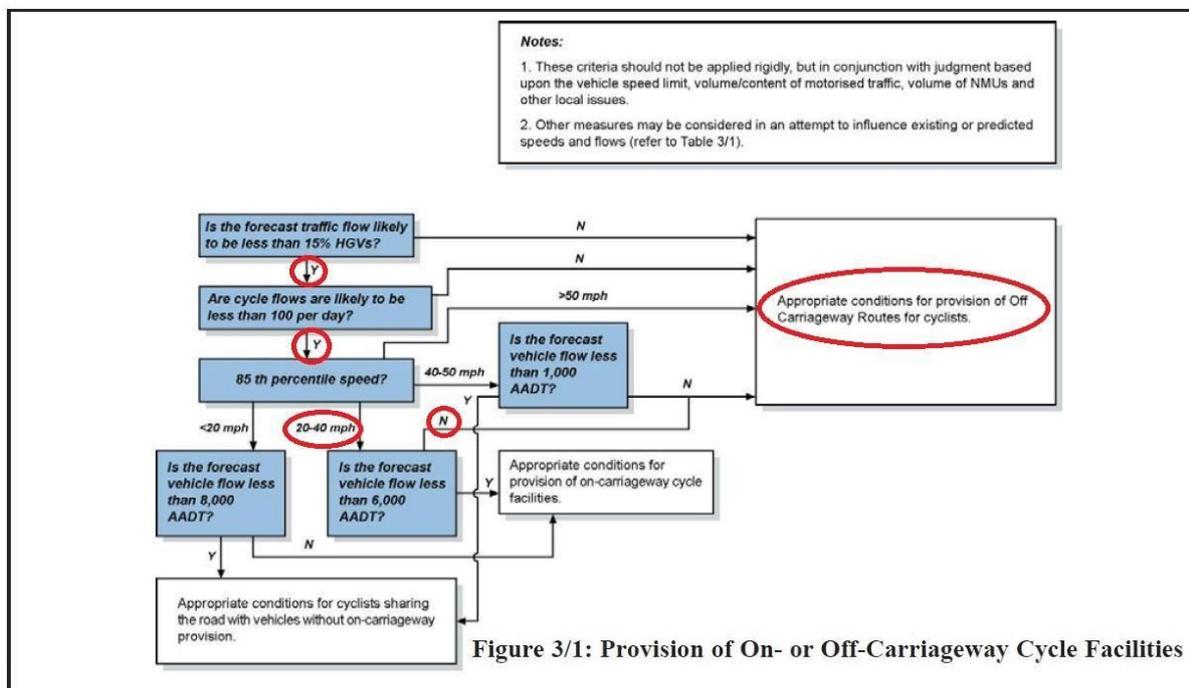
- a) be moved further north to improve sight lines*
- b) use the east side verge to connect to Bridleway 023*
- c) include a traffic island, allowing cyclists and walkers to cross the A602 in two stages.*

We stress the importance of having a two-stage crossing, for all cyclists and walkers and particularly for inexperienced cyclists and groups, enabling them to focus on one traffic lane at a time due to the volume and speed of traffic.

With a central refuge and a lower speed limit, and if better surfacing of the bridleway in the park between Sacombebury Farm and Sacombe Church is negotiated with the landowner, it could be signed as the recommended route for Non Motorised Users and be a real improvement.

3 Cycling between Stony Hills and Sacombe Pound

3.1 TA91/05 Fig 3/1 Provision of On- or Off-Carriageway Cycle Facilities



The SRO makes no provision for an off-carriageway route between these two junctions. We have circled a decision path showing off-carriageway provision would be appropriate even if the speed limit were 40 mph.

AADF on the A602 in 2018 was 16,593. This consisted of 516 HGVs, 2625 light goods, 30 buses, 13,347 cars and 76 motorcycles. It excludes additional traffic using the A602 to cross between Stony Hills and Sacombe Pound.

3.2 TA91/05 Table 3/1 Hierarchies of Provision for NMUs

	Hierarchies of Provision for	
	Pedestrians/Equestrians	Cyclists
Consider First ↓ Consider Last	Traffic reduction	Traffic reduction
	Speed reduction	Speed reduction
	Reallocation of road space to pedestrians/equestrians	Junction or hazard site treatment, traffic management
	Provision of at-grade crossings	Redistribution of the carriageway (bus lanes, widened nearside lanes etc)
	Improved pedestrian/equestrian routes on existing desire lines	Cycle lanes, segregated cycle tracks constructed by reallocation of carriageway space, cycle tracks away from roads
	New pedestrian/equestrian alignment or grade separation	Conversion of footways to unsegregated shared use cycle tracks alongside the carriageway

Table 3/1 – Hierarchies of Provision

3.3 CD 195 Table E/1.1

Table E/1.1 shows the minimum cycle route provision which shall be used for different traffic speeds and volumes.

Table E/1.1 Minimum provision for cycle routes

Speed limit (mph)	Motor traffic flow (AADT-Average annual daily traffic)	Minimum provision for cycle routes
40 and over	All flows	Cycle tracks (excluding stepped cycle tracks)
30	>5,000	Cycle tracks
	0-5,000	Cycle lanes
20	>5,000	Cycle tracks
	2,500-5,000	Cycle lanes
	<2500	Quiet streets

TA 91/05 Table 3/1 indicates that speed reduction is the second most important consideration after traffic reduction. However, the SRO will result in increased traffic and higher speeds, making alternative provision for NMUs even more essential. CD 195 Table E/1.1 shows that cycle tracks are the minimum provision for cycle routes where the speed limit is 40mph and over. This agrees with LTN2/08 table 1.3.

Local Transport Note 2/08 Table 1.3

Traffic flow	85th percentile speeds			
	<20 mph	20-30 mph	30-40 mph	>40 mph
<1,500 vpd, or <150 vph				Cycle lanes or tracks
1,500-3,000 vpd, or 150-300 vph			Cycle lanes or tracks	Cycle lanes or tracks
3,000-8,000 vpd, or 300-800 vph	Cycle lanes may be appropriate	Cycle lanes may be appropriate	Cycle lanes or tracks	Cycle tracks
8,000-10,000 vpd , or 800-1,000 vph	Cycle lanes	Cycle lanes	Cycle lanes or tracks	Cycle tracks
>10,000 vpd	Cycle lanes or tracks	Cycle lanes or tracks	Cycle lanes or tracks	Cycle tracks

3.4 TA91/05 Annex 3.1 Wide Nearside Lane

Construction Issues: The standard carriageway lane width is 3.65m; however **a wide nearside lane for cyclists should be 4.5m wide for sufficient clearance from HGVs**. Wider nearside lanes than this are discouraged, due to the risk of use as two unmarked non-standard lanes.

Hertfordshire Highways have said that cyclists are not expected to use the 1 metre hard-strip, but to be on the right side of that line. This is understandable as paint does not protect cyclists, it is too narrow for a cycle lane and the strip will contain debris. However, placing cyclists an extra 1 metre from the kerb increases the risk from close passing traffic. Motorists may see the hard-strip as a cycle lane and harass cyclists riding in the road.

Despite the inappropriateness of mixing cyclists with traffic, but recognising that some cyclists will choose to use the road, we have suggested bringing the proposed 1.0m

hard-strip into the main carriageway to provide a 4.65m wide lane and reducing the speed limit to 40 mph. Removal of the hard-strip has been done elsewhere in Hertfordshire (e.g. The A1000 north of Barnet). The SRO does not adopt this suggestion.

However, it should be noted that this is not our preferred solution, which is an off-carriageway cycle path between these two junctions.

3.5 Surfaces

The SRO fails to state what surface will be provided when converting the southern section of Stony Hills to bridleway. We show below the most generally suitable surfaces from DMRB Volume 5 Section 2 Part 4 TA 91/05 Table 8/1.

Surface Material	Pedestrians	Cyclists	Equestrians	Construction Details
Bituminous macadam surface course	1	1	2	25mm dense bitumen macadam wearing course on 60mm bituminous macadam base course on 150mm thick Type 1 sub-base
Surface dressing on stone base or bitumen	1	1	2	Single coat gravel 3-6mm size 50mm dense bituminous macadam of 20mm aggregate size on 100-150mm Type 1 granular material
In situ concrete	1	2	2	40mm granolithic concrete on 75mm concrete on 150mm Type 1 sub-base. Surface to be textured to provide satisfactory skid resistance
Naturally binding stones and gravels	2	2	2	20mm depth limestone/hoggin (3mm dust) or other such as 50mm depth Breedon Gravel (6mm dust) or 75mm depth Coxell Gravel (30mm fines)
Road planings	1	1	2	Screened recycled road planings

1 – Excellent, 2 – Good, 3 – Reasonable and 4 – Inadequate

C. Non-compliance with national and local strategies and plans

By not providing appropriate provision for NMUs, the SRO fails to take account of the following five strategies and plans:

- Government Cycling and Walking Investment Strategy
- Hertfordshire Local Transport Plan 4
- East Herts District Plan 2018
- Hertfordshire Active Travel Strategy
- Hertfordshire Health and Wellbeing Strategy 2016-2020

Government Cycling and Walking Investment Strategy (CWIS)⁶

This aims to double cycling activity by 2025 and each year reduce the rate of cyclists killed or seriously injured on English roads, by providing more people with access to safe, attractive routes for cycling and walking. It places a responsibility on local authorities to deliver the objectives, which include:

Better Safety: 'A safe and reliable way to travel for short journeys'

- Streets where **cyclists and walkers feel they belong, and are safe**
- **Better connected** communities
- **Safer traffic speeds, with lower speed limits where appropriate to the local area**

Better Mobility: 'More people cycling and walking - easy, normal and enjoyable'

- More **high quality cycling facilities**
- **Rural roads which provide improved safety for walking and cycling**
- **Better links** to schools and workplaces

Better Streets: 'Places that have cycling and walking at their heart'

- **Places designed for people of all abilities and ages so they can choose to walk or cycle with ease**
- Better **planning for walking and cycling**
- More community-based activities, such as **led rides**
- **A wider green network of paths, routes and open spaces**

Hertfordshire Local Transport Plan 4 (LTP4)⁷

Hertfordshire's LTP4 is the strategic transport policy document for the area and is influenced by the government's Cycling and Walking Investment Strategy.

Policy 1: Transport User Hierarchy

To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

⁶ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

⁷ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/ltp4-local-transport-plan-4-complete.pdf>

- Opportunities to reduce travel demand and the need to travel
- **Vulnerable road user needs (such as pedestrians and cyclists)**
- Passenger transport user needs
- Powered two wheeler (mopeds and motorbikes) user needs
- Other motor vehicle user needs

Policy 8. Active Travel - Cycling

The county council aims to **deliver a step change in cycling**, through:

- a) Infrastructure improvements, ...to enable and encourage more cycling.**
- b) Implementing measures to increase the priority of cyclists relative to motor vehicles.**

Policy 12: Network Management

As part of its Network Management Duty the county council will seek to manage, and where feasible reduce traffic congestion, prioritising strategic routes. Activity will focus on making more efficient use of highway network capacity via:

- c) Reducing levels of single occupancy car use and **encouraging travel by walking, cycling** and passenger transport.

Policy 15: Speed Management

The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to **achieve appropriate speeds in the interests of safety, other road users**, and the environment.

Policy 18: Transport Safety and Security

The county council will seek to **improve the perception of safety and security** on Hertfordshire's transport system where this could deter people from travelling, particularly by active modes and passenger transport.

East Herts District Plan 2018⁸

Policy TRA1 Sustainable Transport

I. To achieve accessibility improvements and promotion of sustainable transport in the district, development proposals should:

- (b) Where relevant, take account of the provisions of the Local Transport Plan;
- (c) Ensure that a range of sustainable transport options are available to occupants or users, which may involve **the improvement of pedestrian links, cycle paths**, passenger transport network (including bus and/or rail facilities) and community transport initiatives. These improvements could include the creation of new routes, services and facilities or extensions to existing infrastructure and which may incorporate off-site mitigation, as appropriate.
- (d) Ensure that site layouts prioritise the provision of modes of transport other than the car (**particularly walking, cycling** and, where appropriate, passenger transport)

⁸ <https://www.eastherts.gov.uk/districtplan>

which, where feasible, should provide easy and direct access to key services and facilities;

(e) In the construction of major schemes, allow for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation;

(f) Protect existing rights of way, cycling and equestrian routes (including both designated and non-designated routes and, where there is evidence of regular public usage, informal provision) and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards;
and

(g) Ensure that provision for the long-term maintenance of any of the above measures (c) (d) and (f) that are implemented is assured.

Policy CFLR3 Public Rights of Way

Proposals for development **must not adversely affect any Public Right of Way** and, where possible, should incorporate measures to maintain and enhance the Rights of Way network.

Hertfordshire Active Travel Strategy⁹

Overarching aim: To increase the proportion of journeys made by walking or cycling to improve individual health, quality of life, the environment and the economy.

It identifies **barriers to active travel**, including:

- Active Travel is not perceived to be viable due to safety and security factors;
- Active Travel is not perceived to be viable due to lack of physical infrastructure to support it.

It includes possible **key interventions** to overcome those barriers, including:

- traffic calming
- **speed limits**
- reallocation of road space
- **implementation of road user hierarchies**
- **pedestrian crossings**
- footway maintenance
- improved signage.

Hertfordshire Health and Wellbeing Strategy 2016-2020¹⁰

- Seek to increase the proportion of working age adults who are getting the recommended level of physical activity and reduce levels of overweight and obesity.
- Strive to enable people aged 65+ to remain physically active and reduce levels of frailty

⁹ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/data-and-information/active-travel-strategy.pdf>

¹⁰ <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/partnerships/hertfordshire-health-and-wellbeing-strategy-2016---2020.pdf>

D. Personal endorsements

We ask you to note some of the personal endorsements received from local cyclists (original emails are available if required):

"As someone who regularly crosses the A602 from Sacombe Park I am very concerned about the widening of the A602. It is already horrendous to cross."

Cathy Parker
Whittington Health NHS Trust

"I wish to strongly object to the proposed plans to widen and straighten the A602 between Watton at Stone and Tonwell, without safe access to routes for Cyclists, horse riders and walkers.

Once again no thought has been given to any form of transport apart from the car, which is particularly strange with climate change and the governments stated desire for more people to take exercise and walk and cycle instead of using the car.

I urge you to rethink this plan and include safe options for non-motorised traffic."

Angela Dobson
Much Hadham

"This project has been of concern to me since I first heard about it and I wish to strongly endorse your objections. I am a regular cyclist and non-driver (for medical reasons) based in Ware and I ride this part of the local countryside regularly. In my opinion the aforementioned section of road is one of the most "scary" places in East Hertfordshire from any of three interceptions:

1. Riding down the A602 towards Ware from Watton at Stone.
2. Turning LEFT out of Sacombe Pound
3. Crossing the A602 from the Bridleway through Sacombe Park
- (In cases 1 & 2) then either continuing on the A602 or "attempting" to turn right into Stony Hills.

The A602 is entirely legal for cycle use with no alternative route for slower traffic other than (3) above which then still leaves the problem of trying to get across the A602 into Stony Hills.

In all three cases above, even when going as fast as I can manage, I usually end up with a long stream of dangerously frustrated cars and trucks behind me as I climb the narrowing road up the hill. With the proposed modifications to this road the lack of any provision for pedestrians or cyclists will, in my opinion, make the situation even more dangerous than it is now. With the increasing interest in SUSTAINABLE plans for transport this proposal will be a move in the wrong direction and a potential source of shame for council transport planners in the future!"

John Highet
Ware

"This road is already murderous for cyclists, but is very difficult to avoid on many routes. To make it even more dangerous would [be] asking for a fatal accident."

Carolyn Alexander

"As a Hertfordshire Countryside Rights of Way volunteer, a Sustrans Ranger, a member of The Ramblers and of some local cycling clubs, I fully support the CycleHerts objections to the A602 Improvements Scheme.

I have had many scary incidents while leading cycle rides on the A602 between Stony Hills and Sacombe Pound, or when using the bridleway crossing at Sacombe Park. In the most recent incident, on the bridleway crossing, a motorcyclist from the Tonwell direction skidded violently to avoid a couple who were crossing. We had checked before crossing and no traffic could be seen coming from that direction.

A serious accident or fatality is even more likely to happen in that location if the road is 'improved' for motorists. I have also had many high speed close passes on the A602 itself and know of a cyclist who was blown off the road and injured by a passing HGV."

Jon Crosby

"A very dangerous stretch of road for non motorised traffic with no alternative route. Some of the budget for A602 improvements MUST be spent on correcting this."

Geoff Green
Broxbourne

"I wish to strongly object to the proposed plans to widen and straighten the A602 between Watton at Stone and Tonwell, without safe access to routes for Cyclists, horse riders and walkers.

Once again no thought has been given to any form of transport apart from the car, which is particularly strange with climate change and the governments stated desire for more people to take exercise and walk and cycle instead of using the car. I urge you to rethink this plan and include safe options for non-motorised traffic."

Tim Dobson
Much Hadham

"As a cyclist who crosses the A602 from the Stonyhills road to the Sacombe Park bridleway (or vice versa) on a regular basis I know that this is a hair-raising experience, even at off peak times of the day.

At peak times it is more or less impossible to cross the road at this point because the traffic flow is relentless. When faced with this situation I have walked, or if possible, ridden 400-500 metres along the grass verge to the traffic island at the outskirts of Tonwell village, crossed the road at this point and then retraced my steps along the opposite side. Even then crossing the road often relies upon the kindness of a motorist slowing up for a moment. The trek along the grass verge is usually exactly that, 'a 'trek', it is generally too rutted or muddy to be ridden.

If Hertfordshire County Council are serious about promoting cycling and other non-motorised forms of travelling they should urgently re-think their plan for the Stonyhills/Sacombe Park junction and also make much better provision for linking Stonyhills to Sacombe Pound.

I went to the Public Consultation at Westmill Farm in May 2015 and subsequently sent off the Response Form to Highways Major Project Group. This was accompanied by notes and a map detailing my own idea, which was basically to retain the old road as a cycle route and have access points with traffic islands to Sacombe Pound and also to Whempstead Road. In addition I suggested a traffic island at the Sacombe Park junction.

I believed this to be a workable idea largely using existing infrastructure but it was completely ignored by Hertfordshire County Council.”

John Farnham
Ware

End