

## Covid-19 DfT Emergency Active Travel Fund

### Response from John Metcalf of CycleHerts

We are very grateful to the county council for the opportunity to make suggestions for measures to encourage cycling. I have sent in some suggestions using the on-line survey you provided. However, I found that the survey excluded some of the types of suggestions which are favoured by the Department for Transport for increasing active travel.

There is a mismatch between what the survey is asking for and what the Department for Transport (DfT) is advising councils to propose.

Your email says:

*“Tranche 1 funding includes cycling measures, through provision of temporary cycle parking, improvements to the existing cycle network and creation of around 3km of ‘pop up cycle lanes’.”*

DfT’s letter to Local Transport Authority Officers says:

*“work can begin at pace on closing roads to through traffic, installing segregated cycle lanes and widening pavements.”*

*“The quickest and cheapest way of achieving this will normally be by point closures.”*

*“Pop-up segregated cycle lanes will also be funded, but are likely to be more difficult to implement quickly.”*

Why is the county council?

1. Not asking us for suggestions about closing roads to through traffic and point closures when these are the measures that DfT says are likely to be the quickest and cheapest ways of achieving what is wanted?
2. Asking instead for pop-up cycle lanes which DfT says are more difficult to implement quickly?

The survey linked to your email does not allow for very measures that the DfT are saying are most likely to succeed. The survey asks:

3. What type of intervention would you like to suggest? \*

- Re-allocation of road-space in town centres and high streets for walking and/or cycling
- New cycle parking
- New cycle lane

There is no mention of closing roads to through traffic (other than town centres and high streets,) or for the road or point closures which DfT favours. Is this an oversight?

### **The difficulty of finding locations for pop-up cycle lanes in Hertfordshire**

Usually the only carriageways wide enough for pop-up cycle lanes are likely to be wide arterial roads heading into town centres. These types of roads are not usually found in the older towns in Hertfordshire so the quest for pop-up cycle lanes will often be fruitless. Better therefore to look for Low Traffic Neighbourhoods as a more realistic and quicker way of getting more people cycling and walking within urban areas. Outside urban areas roads like the old A5 (now A5183) between Redbourn and St Albans have a wide carriageway and a segregated cycle route has been flagged up for this route in the county council's growth and transport plans.

Despite my reservations I have sent in two proposals for pop-up cycle lanes in St Albans. I have also sent a proposal for closing a road to through traffic and a proposal for a point closure. There are many more potential closures that could be used to create low traffic neighbourhoods and we would be happy to make some further suggestions about road and point closures.

Kind regards

John Metcalf