Hertfordshire's draft Local Transport Plan 4

Response from CycleHerts

CycleHerts is a grouping of cycle campaign groups in Hertfordshire. We have over 1,000 members in our groups.

LTP4 Strategic Approach

We strongly agree with the overall approach of:

- encouraging a change in behaviour and reduced car use

- reducing car travel for people travelling relatively short distances and between places with good passenger transport (bus/rail) or cycle links.

- physical transport improvements such as priority for buses, improved walking and cycling routes, better bus services

- encouraging changes in travel behaviour

- traffic demand management (including reallocation of some road space to non-car modes combined with reduced car parking provision and increased parking costs to encourage non-car travel to and within urban centres).

However, we have concerns as to the way in which the county council will gain acceptance from the public for the measures that are necessary. We would urge the county council to learn from the approach of the Mayor of London in putting the development of **Healthy Streets** as a core feature of the Plan. The public have to see some benefit in their local areas if they are to accept that restrictions on the rights of car owners are necessary to create safe and pleasant streets for people walking and cycling.

> *"There are two main indicators of Healthy Streets:*
> *• Pedestrians from all walks of life*
> *• People choose to walk, cycle and use public transport*
> *If a street is a healthy and inclusive environment then we should see all members of the community out on the street sitting, standing, walking, cycling and using public transport."* [Guide to the Healthy Streets Indicators TfL 2017]

A fuller explanation of the Healthy Streets Indicators is in the appendix to this response to the consultation.

We would agree that (as reflected in policies 1 and 12) new highway capacity should be considered only after other options to reduce demand, encourage travel by non-car modes, and ways to make better use of existing road space have been considered. However, this LTP4 consultation document contains a number of proposals for new or improved highway capacity. To be consistent with the policies these proposals for new or improved capacity should be put on hold until the other options have been considered.

We agree that the county council should do more to encourage shared mobility (car clubs, liftshare). Car clubs should reduce the amount of public space taken up by parked cars but may not cut congestion. Liftshare might also go some small way to reduce congestion and pollution by having fewer cars on the roads.

We agree that the county council should encourage low emission vehicles such as electric cars but it has to be recognised that these cause just as much congestion as petrol and

diesel vehicles and also that they generate dangerous particulate air pollution from the interaction of their tyres with the road surface.

We welcome the proposed support of cycle hire schemes as a way of encouraging people to cycle. Also, as the Plan acknowledges, electric or e-bikes offer significant potential to attract more people to cycle, and address barriers to cycling such as challenging topography. It is important for the county council to promote e-bikes.

Of the LTP4 policies numbered below are there any you particularly agree or disagree with?

1. Transport User Hierarchy. We strongly agree with this policy.

2. Influencing Land Use Planning. We strongly agree with this policy.

3. Travel Plans and Behaviour Change. We strongly agree with this policy but believe that a Healthy Streets approach could be a most effective way of gaining public acceptance of this and other policies.

4. Demand Management. We strongly agree with this policy.

5. Development Management. We strongly agree with this policy.

6. Accessibility. We strongly agree with this policy.

7. and 8.Active Travel – Walking and Cycling We strongly agree with these policies but;

> a. feel that the plan needs to give more emphasis for walking and cycling routes to be, and be seen to be, safe. This means that routes which form part of the key walking and cycling network in urban areas need to have adequate lighting so that they can be used when it is dark.

> b. feel that the plan needs to put more emphasis on the need to encourage drivers of motor vehicles to be much more considerate of the needs of people walking and cycling.

9. Buses. We strongly agree with this policy. We assume that "Providing and maintaining all bus stops, …, to a consistent quality and standard across the county." includes the need to prevent, rather than tolerate, all-day parking on bus stops in busy urban areas. Real-time information is very important to potential passengers and ought to be mentioned in the policy.

10. Rail. We agree with this policy which aims *"to support and promote rail use in the county, especially in order to reduce car use."* Given that reducing car use is one aim of the policy it would seem sensible to combine *"better access and interchange by sustainable modes of transport"* with measures to restrict all-day car parking in all the streets surrounding railway stations.

It would be helpful if the policy could mention support for main line train services to stop in the county: West Coast – Watford, Midland – St Albans, East Coast – Stevenage.

12. Network Management.
We note that *"the Network Management Strategy will identify the strategic routes on which interventions will be prioritised,".* It would be consistent with the other policies in the plan, to give priority to routes which would help buses to avoid congestion and give them an advantage over less sustainable modes of transport.

"Control of on-street vehicle parking in line with the Network Management Strategy." On-street parking often takes up carriageway space that could more efficiently be used as a segregated cycle lane. We hope that this will be considered in the Network Management Strategy.

13. New Roads and Junctions. We agree with this policy.

14. Climate Change Network Resilience. We agree with this policy.

15. Speed Management. We agree with this policy but as part of the LTP4 process the Speed Management Strategy needs to be updated so that the most cost-effective methods can be employed to ensure compliance with speed limits.

16. Freight and logistics. No comment

17. Road Safety. We strongly support the proposal to work towards zero fatalities and serious injuries on the county's roads.

18. Transport Safety and Security. We agree with this policy but are surprised that the importance of good lighting for pedestrian and cycle routes is not mentioned in the text of the plan.

19. Emissions Reduction. We strongly agree with this Policy.

20. Air Quality We strongly agree with this Policy

21. Environment. We strongly agree with most of this policy. However, we have reservations about seeking to *"minimise light pollution from street lighting".* Good quality street lighting helps to make people who are walking or cycling feel safe.

22. Asset Management. We agree with this policy and hope that it signals a determination to clear vegetation and maintain the surfaces of cycle routes and pedestrian routes.

23. Growth and Transport Plans. We agree that these are needed.

Our views on the major improvements being promoted by the county council as set out on the Transport Proposals Map (Fig 7.1) are in the table below.

Proposal	
Cycle Infrastructure Improvement Towns	Strongly Agree
Sustainable Travel Towns	Strongly Agree
Passenger Transport Hubs/Coachway at Junction 8 of the M1 and Junction 8 of the A1(M)	Insufficient detail available

A414 Bus Rapid Transit	Strongly Agree (but rapid transit is also essential between Watford town centre, St Albans city centre and Hatfield)
Hertford Bypass	Strongly Disagree
New M1 Junction 8a (additional junction)	Strongly Disagree
New Rail Stations to Investigate [two in Broxbourne Borough at Turnford and Park Lane, and one in south Stevenage]	Agree

Current and planned improvements have concentrated on roads and the rail network. There has been very little on cycling, walking and the bus network. This imbalance needs to be redressed and top priority for funding has to be the Cycle Infrastructure Improvement Towns, the Sustainable Travel Towns and the Rapid Transit system.

John Metcalf
CycleHerts

January 2018

Appendix

London's 10 Healthy Streets Indicators

Pedestrians from all walks of life

London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.

People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.