

## Draft Hertfordshire Eastern Growth and Transport Plan Consultation, October 2020 Prospectus and Stage 3 Interventions Paper, Response to Key Issues

***NB. Where amendments are proposed to suggested interventions detailed with ID or PK numbers in the table below, it is important that these changes should be made wherever these same interventions are detailed in more than one place in the document.***

Section	Topic	Issue/Suggested Amendment
<b>Prospectus</b>		
None		
<b>Stage 3 Interventions Paper</b>		
General	Sustainable Travel Towns	While noting that any current or future bids for Sustainable Travel Town status are a separate HCC project area, and that the Bishop's Stortford bid is to be considered on its own merits going forward, it is considered that the EGTP would benefit from some reference to the principle and for stating the potential for interlinkages and delivery of schemes between the two streams.
General	Interventions	While recognising the proposed improvements within the packages to facilitate greater sustainable travel, it is noted that several of the concepts have featured in previous HCC Transport Plans, but were not delivered. It is important that, in order that this should not simply become a wish-list document, consideration should be given to devising an implementation strategy for the

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		GTPs to ensure that proposed interventions are actively progressed and the funding and delivery of schemes can be secured.
General	Cycling provision	<p>The measures to promote additional cycle parking facilities are noted and welcomed. As there has recently been a big uptake in electric bikes, it is suggested that the wording could perhaps be strengthened by mention of schemes for secure, covered, parking of these expensive conveyances.</p> <p>Likewise, thought could be given to the promotion of cycle hubs and rental bike schemes (traditional and electric) in key locations to encourage uptake of this mode of active travel.</p>
General	Cycle Parking	<p>While it is noted that many references to improved cycle provision are made throughout the document under PR schemes (generally covered by the umbrella term key locations and defined as: 'Key locations include stations, activity centres and employment sites'), in the sister South East GTP, in addition to the key locations listed for Hertford packages, specific mention is made of seeking to provide additional cycle parking at local parades of shops. A similar approach should also be taken for Bishop's Stortford in the Eastern GTP, with potential locations including: the District Centre at The Thorley Centre; the Neighbourhood Centres at Bishop's Park and Bishop's Stortford North; and Local Parades at: Hockerill,</p>

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		Havers parade and Snowley Parade.
General	Cycle Parking - heritage	In respect of cycle parking provision generally, the need to avoid negative impact on heritage assets should be acknowledged, especially in the historic core.
General	Car Clubs	In order to help facilitate a reduction in car ownership while facilitating journeys that cannot be made by more sustainable means, it is suggested that car club schemes should be detailed within the GTP, both within new developments and in town centre locations. These could prioritise electric vehicles as a means of aiding a reduction in emissions in urban areas, especially where there are air quality considerations.
General	Rural connections	While it is recognised that the GTP largely concentrates on inter and intra-urban travel, both discussion and the inclusion of interventions that have the potential to increase connectivity to villages (beyond the limited number of larger settlements already stated) surrounding the urban locales detailed, would be welcomed in the GTP and would thereby support Hertfordshire's Local Transport Plan Rural Transport Strategy, July 2019 - 2031, objectives.
General	Harlow and Gilston Garden Town	It is important that liaison with Harlow and Gilston Garden Town (HGGT) is undertaken to ensure that the final version of this document's packages are fully aligned with its most current

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		proposals.
6. Eastern Area GTP Proposals Page 21	Overviews	The final sentence on page 21 details that a 'short discussion on the packages is provided at the end of each group section'. In the case of the South East GTP an overview is provided; however, in this draft Eastern GTP those elements are absent. It is suggested that, for consistency and usefulness in summarising the issues, overviews should also be added to the Eastern GTP.
Bishop's Stortford section Page 22	Air Quality	While discussing congestion issues in Bishop's Stortford, the document would benefit from specific reference to the Air Quality Management Area (AQMA) which is in place in the Hockerill junction area and which affects environmental conditions in the locale.
PK1 Informed Route Choices for Drivers Page 24	Description – second paragraph	While the description states that the location of VMS will be on 'an outer cordon of the town (around the bypass) to capture trips entering the town from surrounding areas' the full schedule of locations also includes both Inner Cordon and Outer Suburbs categories. It is therefore suggested that the accompanying description should be amended to reflect this.
PK1 Informed Route Choices for Drivers	Description	Within the description there should be recognition that Bishop's Stortford is an historic location and that the type of signage used and positioning should take key historic assets and Conservation

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Page 24		Area considerations into account.
PK3 Thorley Bus Accessibility Page 26	Description	Wording should make it clear whether the amendments to the route proposed would have any detriment to existing service provision in terms of locations served or overall journey times.
PK5 Cycle to the Station Page 28	PR51	While fully wishing to support increased cycling opportunities, there are concerns about shared use footway/cycleway facilities to enable a successful scheme without causing user conflict. Any scheme which may compromise pedestrian safety should be avoided.
PK10 – Bishop’s Stortford South and the B1383 Corridor Page 34	Additional Scheme	In addition to the schemes listed, a further intervention measure should be included comprising a new crossing point across London Road/Thorley Street to align in the vicinity of the green corridor of Bishop’s Stortford South, where the current access to the electricity sub-station is located. This crossing is required as part of the east-west connectivity between Southern Country Park and the River Stort and it is understood that developer contributions are to be made to this scheme.
PK14 Cycle into the Centre Table 20 Page 39	Various – PRs – Cycle Parking in Bishop’s Stortford Town Centre	In the provision of cycle parking facilities, the need to avoid negative impact on heritage assets should particularly be acknowledged, especially in key historic locations.

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PK14 Cycle into the Centre Table 20	Cycle Parking – other locations	As stated above under General, while it is noted that many references to improved cycle provision are made throughout the document under PR schemes (generally covered by the umbrella term key locations and defined as: ‘Key locations include stations, activity centres and employment sites’), in the sister South East GTP, in addition to the key locations listed for Hertford packages, specific mention is made of seeking to provide additional cycle parking at local parades of shops. A similar approach should also be taken for Bishop’s Stortford in the Eastern GTP, with potential locations including: the District Centre at The Thorley Centre; the Neighbourhood Centres at Bishop’s Park and Bishop’s Stortford North; and, local parades at: Hockerill, Havers Parade, and Snowley Parade.
PK15 Town Centre Traffic Movements Page 40	Re-prioritising roads	While the concept of reprioritisation of roads in the town centre to reduce the dominance of car travel within the heart of the town centre is welcomed, this should be progressed with involvement of both district and town councils and be subject to public consultation. Furthermore, in light of the COVID temporary restrictions in place for social distancing purposes in the town centre, it is suggested that a review of the current proposals within PK15 be undertaken to ascertain whether the schemes would benefit from refinement as a result of lessons learned.

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		Additionally, the aims should further state that the measures are also intended to encourage active and sustainable travel.
PK16 M11 Junction 8 Page 41	Improve M11 Junction 8 as a key gateway to Bishop's Stortford and Stansted Airport to reduce traffic delays and congestion	Given that the Stansted application to expand to 43mppa is the subject of appeal, currently at Public Inquiry, it is suggested that the word 'approved' is added between '...to help facilitate' and 'expansion at Stansted Airport...'. It should also be made clear that this scheme is being led by Essex County Council and that Hertfordshire authorities are playing a supporting role in its development.
PK25 Page 52	Bishop's Stortford – Stansted Airport/Great Dunmow/Braintree Corridor	It should be made clear that these schemes will also involve Essex County Council, Uttlesford District Council and Braintree District Council in both their preparation and implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
PK26 Page 53	Bishop's Stortford – Stansted Mountfitchet/ Elsenham/Saffron Walden Corridor	It should be made clear that these schemes will also involve Essex County Council and Uttlesford District Council in both their preparation and implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
PK27 Page 55	Bishop's Stortford-Cambridge	It should be made clear that these schemes will also involve Cambridgeshire County Council, Cambridge City Council and East

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	Corridor	Cambs District Council in both their preparation and implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
PK31 – Sawbridgeworth Station Accessibility and Connectivity Page 62	Table 39 Additional scheme	The package would benefit from exploring the potential for additional support for and improvements to the Sawbo Bus service, a community transport initiative which provides valuable services for residents, primarily off peak. Route B in particular serves the station.
PK35 Page 65	Harlow Highway Measures	It should be made clear that these schemes will also involve Essex County Council and Harlow Council in both their preparation and implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
PK36 Harlow Sustainable Travel Measures Page 65	SM280 – cycle route along the tow path between Lea Valley, Harlow and Stansted	As a key connection between two areas within the Gilston Area (District Plan Policy GA1), the provision of cycle access in this location is very much supported and HCC is encouraged to resolve land ownership issues at Parndon Mill, which are currently preventing cycling access, at the earliest opportunity in order to bring this scheme to fruition.
PK36 Harlow Sustainable Travel	SM280 – cycle route along the tow path between	It should be made clear that these schemes will also involve Essex County Council and Harlow Council, Broxbourne Borough Council and Uttlesford District Council in both their preparation and

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Measures Page 65	Lea Valley, Harlow and Stansted	implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
PK37 M11 Junction 7 Page 66	M11 Junction 7	It should be made clear that these schemes will also involve Essex County Council, Harlow Council and Epping Forest District Council in both their preparation and implementation, so Hertfordshire authorities will need to work in partnership with these bodies.
Nationally Significant Interventions Page 68	Crossrail 2	Suggested new 5th paragraph: However, in the longer term, Harlow Council has ambitions for the emerging Crossrail 2 scheme to be extended as far as Harlow. Therefore, the GTP should aim to ensure that any scheme coming forward should not predicate the potential for four-tracking of the West Anglia Main Line as far as Harlow Town if this goal is to be achieved in the future.
County Significant Interventions Page 68	A120	Add 'and improve journey reliability, while improving environmental and air quality' between '...reduce traffic delays' and 'through Little Hadham...'
Hertfordshire Eastern Area Significant Page 68	Second paragraph	This should mention the Harlow and Gilston Garden Town and investment brought forward through Government to aid the delivery of strategic infrastructure in this location.
8. Implications	Final paragraph,	While it is assumed that this refers to Harlow Town station, it

<b>Section</b>	<b>Topic</b>	<b>Issue/Suggested Amendment</b>
on Place and Movement Page 72	penultimate line	should be made clear which, or both, of Harlow stations this refers to.