

## Draft South East Hertfordshire 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>		
Packages 6-9 Ware	List of interventions	Welwyn Road is in Hertford, not Ware. Therefore, this reference should either be deleted or (if as suggested at the Member presentation) the reference is intended to refer to the wider scheme provision, this should be clarified. In that case, the Hertford section should also be updated to refer to the Ware schemes.
<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, it is considered that the SEGTP would benefit from some reference to the principle and for stating the potential for interlinkages and delivery of schemes between the two streams.
General	A414 Corridor Strategy	Likewise, while it is noted that the A414 Corridor Strategy is mentioned in the overview of Packages 10-14 and within 7. Strategic Interventions alongside Mass Rapid Transit proposals, it is suggested

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		that this should be acknowledged earlier in the document, possibly within the scene-setting Introduction, as there could be overlaps between projects.
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 GTPs to ensure that proposed interventions are actively progressed and the funding and delivery of schemes can be secured.
General	Cycling provision	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. 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.
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

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		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.
1. Introduction First Page, penultimate paragraph	Air Quality	While discussing air quality issues in Hertford, the document would benefit from specific reference to the Air Quality Management Area (AQMA) which runs through the town and has particular negative impacts along the A414.
PK1 Table	PR4 Cycle Parking - Bengeo	Consideration should be given to including the parade of shops at The Avenue within the list of locations for additional cycle parking facilities in Bengeo.
6. SE GTP Proposals	Hertford	Reference should be made within this section to the Hertford Town Centre Urban Design Strategy (HUDS). There are several overlaps between schemes identified in the draft GTP and those previously covered in that document, which was a joint project between East

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		Herts Council, HCC and Hertford Town Council. As the packages within the GTP are brought forward, they would benefit from the in depth work previously carried out.
PK3 Table	PR13 Cycle Parking in Hertford Town Centre	The need to avoid negative impact on heritage assets should be acknowledged in this key historic location.
PK3 Table	SM14 Pedestrianisation of Hertford Town Centre	Any pedestrianisation proposals should acknowledge the need for access to Folly Island and other areas in the town centre where access to roads such as Bell Street and Church Street, alongside private property is required. Likewise, deliveries will need to be accommodated to ensure that the vitality and viability of town centre businesses are not negatively impacted.
PK3 Table	Hertford East walking and cycle connectivity	It would be helpful for reference to, and potential linkages with, the emerging HCC Major Projects scheme proposals to improve access at Hertford East Station to be made here.
PK3 Table	AQMA	An additional measure of "Improve air quality on the AQMA in Hertford" should be included to mirror the approach taken in the PK30 Brookfield package.
PK4 Table	SM19 Walking and cycling	While fully wishing to support increased cycling opportunities, there are concerns about the ability to provide the width required for a

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	improvements in the south of Hertford.	successful shared use scheme which would allow cycle access in both directions alongside the heavy pedestrian footfall at times in this location, especially given the topography of Pegs Lane. Any scheme which may compromise pedestrian safety should be avoided.
Packages 1-5 Hertford – overview	Air Quality	While discussing air quality issues in Hertford, the document would benefit by specific reference to the Air Quality Management Area (AQMA) which runs through the town and has particular negative impacts along the A414.
PK6 – PK9	Ware	Given the current temporary one-way system in place as part of COVID social distancing measures, it is considered appropriate that there should be an exploration to evaluate the benefits, or otherwise, for the town centre of making the scheme permanent in order to facilitate sustainable travel improvements and reduce congestion in the High Street.
Packages 6-9 Ware	Overview	While it is acknowledged that Ware has rail and bus services to several wider locations, it should be made clear that services within the existing Ware urban area could be improved, especially at evenings and weekends, and measures should seek to address those issues in combination with the strategic allocation to the north and east of the town.
PK9 Table	PR47 Cycle	In the Hertford packages, in addition to the other key locations listed,

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	Parking, Ware	specific mention is made of seeking to provide additional cycle parking at local parades of shops. A similar approach should also be taken in Ware, with potential locations including local parades at: The Green, Kingshill; Cromwell Road; and King George Road. Furthermore, the need to avoid negative impact on heritage assets should be acknowledged in historic core.
PK15 Table	PR56 Rush Green Roundabout Improvements	It is assumed that the northern slip road additional lane (which it is assumed is from the A10, but this is not stated so should be clarified) is southbound off-slip and this should be stated for clarity. In this regard, preliminary work on the impact of development to the strategic allocation to the north and east of Ware (WARE2) identified the potential need for extending the south bound slip road to increase capacity from the A10 and avoid queuing on active lanes. Furthermore, consideration should be given to acknowledging the 'McDonalds' situation in this section as an impediment to the free flow of traffic which causes delays and needing to be addressed, in addition to safety concerns, even if solutions have yet to be identified or would require external financing.
PK18 Table	SM123	For the avoidance of doubt, it should be made clear that this intervention relates to Buntingford.
PK18 Table	SM124	For the avoidance of doubt, it should be made clear that this intervention relates to Buntingford.

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PK20	All	It is important that liaison with Harlow and Gilston Garden Town (HGGT) is undertaken to ensure that the final version of this package is fully aligned with its most current proposals.
PK21	All	It is important that liaison with HGGT is undertaken to ensure that the final version of this package is fully aligned with its most current proposals.
7. Strategic Interventions	County Significant Interventions Final paragraph – A414 corridor through Hertford	The emphasis on the measures detailed for Hertford should be shifted to prioritise the ‘combination of different interventions’, with the potential for a bypass detailed as a measure of last resort, only to be considered in the event that sustainable transport measures cannot address the significant congestion and associated air quality issues.
7. Strategic Interventions	South East Hertfordshire Significant Additional platform at Stevenage	This project has been completed and the platform is fully open. This section should therefore either be updated or deleted.