

Appendix 'A'

HCC Transport Vision 2050 – Consultation Question Responses on behalf of East Herts Council

Questions 1-3 cover respondent contact information

4. Are there any other challenges and opportunities we should take into account in our future transport strategy?

It is considered that there is a significant gap in the draft Vision concerning areas lying outside of the major conurbations, and in this respect it should be noted that the word 'rural' does not currently appear at all throughout the whole document, despite the county having significant non-urban populations. In the absence of current sustainable options, rural originating trips have no option other than to contribute to the levels of congestion experienced in the larger settlements.

Transport deprivation, experienced by those unable to access private motorised transport where public transport options are unavailable, can be particularly acute in rural areas and it seems a gross omission that the Vision for the county's approach to transport to 2050 should totally ignore the needs of rural communities. It is therefore considered essential that this should be identified as a challenge and measures included to address potential access solutions, whether by community transport schemes, hub-and-spoke principles, or other initiatives.

5. Do you agree with the LTP Objectives and Principles identified?

In respect of the LTP Vision Principles detailed at Fig.6, it is considered that these cover a range of issues and are broadly in line with promoting a more sustainable transport approach. However, the section covering 'Cost Effective Delivery & Maintenance' should be revised to recognise the fact that that historic environments are likely require a higher quality approach than other less sensitive locations. It is therefore suggested that the final sentence of the paragraph is preceded by: "While

recognising that historic environments may require a higher quality specification, it is imperative...”

6. Do you support the adoption of a Transport User Hierarchy Policy?

The ‘Adoption of a ‘Transport User Hierarchy’ Policy’, is broadly supported as complying with national and local policy to prioritise sustainable transport modes. However, in lessening the priority of commuter traffic, HCC should be mindful that alternative sustainable travel options must be in place in order to achieve modal switch, in particular for rural commuters where there are currently significantly less opportunities to take advantage of such modes.

7. Do you support the adoption of a policy to deliver a step change in cycling in larger urban areas?

The approach is supported, subject to solutions being delivered that are appropriate to their environment. However, wording should be included to clarify which settlements would be defined as ‘larger urban areas’ in such proposals, and this should also enable larger market towns to be considered along with major settlements.

8. Do you support the adoption of a policy to do more to facilitate and support shared mobility?

This approach is strongly supported.

9. Do you support the adoption of a policy to enhance public transport connectivity between towns with bus priority measures?

The principle of this approach is supported, subject to any potential congestion dis-benefits brought about by reallocation of road space not

causing significant detrimental displacement impact elsewhere on the network.

Furthermore, it is considered that the 'Possible Priority Bus Network', illustrated at Fig. 7, should be extended to cover routes along the A10/A120 from Hertford to Bishop's Stortford/Stansted Airport.

10. Do you support the adoption of a policy to implement a Priority Traffic Management Network?

This approach is supported; however, accompanying Fig. 8 which illustrates a possible Traffic Management Network, should be amended to show where Highways England Diversion Routes overlap the Primary Distributor Network, as currently, for example, it would appear that the A414 is not utilised by Highways England as a diversionary route, when, in actuality, it is.

11. Do you support the policy to develop a series of local Growth and Transport Plans?

This approach is supported in delivering coherent transport solutions for interconnected areas; however, a suitable mechanism should also be introduced alongside this policy to ensure that sustainable transport opportunities and connectivity are improved in rural areas.

12. For each of the major schemes please state whether you agree or disagree with their inclusion in the new strategy in principle

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree
Sustainable Travel Towns (Watford, Stevenage, St Albans, Hemel Hempstead)	✓				
Access Improvements to East Hemel Hempstead	✓				
Hertford Bypass & Sustainable Travel Town	✓				
A414 Corridor Junction Capacity Upgrades	✓				
Hertfordshire Bus Rapid Transit Network	✓				

13. Please let us know any comments you have on the major scheme options:

MS1: Sustainable Travel Towns (Watford, Stevenage, St Albans, Hemel Hempstead) – while East Herts Council welcomes this approach, it is concerned that implementation of such initiatives will be limited to the largest conurbations in the county. It considers that the Vision should include flexibility to allow for potential roll-out to further suitable settlements, as appropriate, which may not necessarily be of the largest population, e.g. Bishop's Stortford and Hertford (irrespective of scheme option MS3).

MS3: Hertford Bypass and Sustainable Travel Town – East Herts Council strongly supports the principle of this scheme and encourages early implementation in order that the growth identified in the emerging East Herts District Plan and wider local plans, which would impact on the already congested A414 corridor, can be successfully mitigated and existing air quality and other environmental issues be addressed.

However, the Council is cognisant that a route has yet to be identified, either to the north or south of the town, and reserves its support for detailed proposals until such time as these are known and have been fully considered. In this respect, it considers that every effort should be made to ensure that the environmental cost of its provision is minimised, irrespective of whether this would result in a more expensive scheme.

MS4: A414 Corridor Junction Capacity Upgrades – East Herts Council strongly supports the implementation of this scheme. However, ‘Fig 11: A414 future corridor improvements’ should be amended to illustrate both the need for junction improvements at the Amwell roundabout and the likely need for a northern link road from the A414 to the yet to be constructed new junction 7a on the M11 to the north of Harlow. The potential for this additional link has featured in Essex County Council’s consultations on the new junction and the need for this link would be likely to be generated by the construction of up to 10,000 new homes in the Gilston area (3,000 by 2033 and the remainder beyond that timeframe). While much of the link road would lie outside of Hertfordshire, part of it would originate in the county and it is important that the document should recognise the effects of existing and planned connections beyond the immediate borders, in this location and elsewhere.

MS5: Hertfordshire Bus Rapid Transit Network - While East Herts Council strongly supports the implementation of this scheme, it is considered that, as currently proposed, it does not extend far enough in respect of provision in the east of the county. Given the projected levels of growth and current paucity of sustainable east-west transport provision, it is considered that the scheme from Hemel Hempstead should be extended beyond Hertford to link via the A10 and A120 to include both Bishop’s Stortford and Stansted Airport, allowing linkage to the West Anglia mainline to Cambridge and beyond.

Furthermore, although identified within Policy Option 4 ‘Enhanced Public Transport Connectivity Between Towns, Through Bus Priority Measures’ and shown in Fig. 7: Possible Priority Bus Network, it is considered that given the substantial growth expected to occur in the Gilston Area (some 10,000 dwellings) and existing and anticipated stresses on the A414, the

Bus Rapid Transit Network should also be extended to include this route between Hertford and Gilston Area/Harlow.

Additional Major Scheme Proposals – beyond the major scheme options listed, East Herts Council strongly urges HCC to also make provision for a bypass for Standon/Puckeridge. This proposal, which has long been supported by both councils as a continuation of the Little Hadham bypass scheme, is considered vital to ensure that the A120 has long-term resilience to cope with the impacts of a significant rise in traffic along this route caused by development proposals both in the county and wider locations coupled with the likely effects of Stansted Airport's aspirations for passenger levels to increase to up to 45 mppa by 2030 or shortly thereafter.

14. Limiting future levels of traffic growth and improving walking, cycling and public transport provision will be very hard to achieve without policies which encourage less car use and help to enhance provision of and investment in more sustainable modes. What policies should Hertfordshire consider adopting to achieve this?

Whilst the encouragement of less car use and the enhanced provision of and investment in more sustainable modes is strongly supported (e.g. through: better promoted and supported countywide car sharing schemes; car-clubs; workplace charging for non-car-share/eco vehicle parking; focus on behavioural change projects, etc), it should be recognised that Hertfordshire is characterised by a dispersed settlement pattern, in which its easterly side, in particular, has a substantial rural population and small market towns currently unable to offer significant sustainable transport options as alternatives to car usage. Penalising access to locations for those with no practicable choice is not considered to be an equitable approach. Therefore, while it is recognised that some of the Hertfordshire's largest towns may be capable of supporting 'carrot' initiatives that would enable 'stick' measures to be introduced, this cannot be seen as a 'one size fits all' approach across the county. A flexible approach should therefore be adopted in respect of any measures proposed to be introduced.

Furthermore, the importance of achieving sustainable transport solutions in new developments should be recognised in the Vision and wording included to reflect the position that HCC has in the planning process in respect of both supporting such measures and seeking their early implementation through on- and/or off-site delivery, as appropriate.

15. Have you any other general comments you wish to make on the new Local Transport Plan for Hertfordshire?

Page 5 – In the section detailing the current transport system and likely improvements, the final paragraph states that “it remains a priority for the county council to seek transport improvements which address traffic congestion on the A1(M) and A10 corridors”; however, apart from recognising growth concentrated on the A10/M11 in Fig 4 (p11) and a study currently being underway for the A10 at Broxbourne (p22), no specific initiatives are identified for the improvements to the A10 corridor as a whole, which runs to Royston, at the north of the county. This should be addressed. In particular, at Buntingford, where the effects of committed and planned development in the county will impact on the A10 south of the town, and where it would have been expected that measures to alleviate constraints would be identified in this location.

Page 8 – In Fig.3, while the M25, M1, A602 and A10 are specifically identified as experiencing congestion, there is no reference to the A414 in this regard. As congestion along this route is referred to numerous times later in the document, it is considered that this route should likewise be flagged via the same box and arrow approach.

East Herts Council also wishes to remind Hertfordshire County Council of the response made to the 2015 consultation on the draft Vision. While certain elements have been accommodated through the latest iteration matters remain outstanding which it is still considered important to be addressed in the final version of the document; namely, that East Herts Council:

- (B) Considers that current proposals contained in the draft Hertfordshire 2050 Transport Vision would not result in an

effective transport strategy for East Herts to support the necessary economic growth and housing development required in the A10/M11 corridor. Without the inclusion of appropriate initiatives to serve the eastern side of the county and which responds to its dispersed settlement pattern, transport will remain a significant constraint and serve as an impediment to growth. This issue should therefore be addressed in the Vision as a matter of priority;

- (F) Considers that, as Hertfordshire County Council has already publicly announced that it is due to commence investigative works into a bypass for Standon and Puckeridge as a follow on to the A120 Little Hadham Bypass to link with the A10, there is a further omission in the document of the inclusion of this major offline improvement within any of the four package schemes intended to be delivered in the period to 2031 or, indeed, beyond;
- (G) Considers that, as Hertfordshire County Council's currently proposed scheme for the A602 between Ware and Stevenage is intended to provide short-term improvements, the Vision should seek to address the outstanding major issues along this corridor, including the need to mitigate the highway conditions at Hooks Cross;
- (H) Considers that the need for mitigation measures on the A10 to facilitate growth at Buntingford should feature as part of future highway measures within the Vision;
- (I) Considers that greater consideration needs to be given to the servicing of rural communities by public transport as a strategic policy investment choice (potentially around hub and spoke principles) within the strategy so as to offer sustainable journey choices and reduce the amount of journeys to urban areas in the county from their hinterland, especially at peak times;
- (K) Considers that the Vision should pay due recognition to the existing and potential future impact that Stansted Airport has on

Hertfordshire's transport infrastructure and should plan to accommodate for significantly increased related traffic movements as part of the overall strategy.

- (L) Urges Hertfordshire County Council to consider more creative solutions in the longer term to reduce private vehicular movements and that such considerations could potentially include such initiatives as a north-south rail or guided bus link for settlements in the northeast of the county (e.g. Buntingford, Standon/Puckeridge etc) that could link to previously used infrastructure e.g. by partly utilising previous track-beds along lines discontinued by the Beeching cuts, etc.**

While Stansted Airport is located outside Hertfordshire, just beyond its borders, it is a major employer for many Hertfordshire residents and connections generate growth for both national and local businesses in the area as well as providing access to air travel for the county's population. The airport is growing at a rapid pace (with 5.7m more passengers per annum (mppa) at the end of March 2016, than when MAG acquired the airport in early 2013, an increase of 32.6%) and it is likely that 25 mppa will be reached in 2017. MAG has stated aspirations to grow beyond the current permission for 35 mppa towards 45 mppa by the early 2030s, utilising the existing single runway. Even with Stansted's excellent credentials in terms of the utilisation of public transport to access the airport, with over 50% of passengers currently travelling by such means, the level of passenger growth proposed is certain to have a considerable impact on the county's road network in coming decades.

In respect of the latter issue, and directly relating to the content of the current consultation, despite recognising airport expansion as a challenge in Fig.4, nothing further is said in the document about this important matter. While Stansted Airport is located outside Hertfordshire, just beyond its borders, it is a major employer for many Hertfordshire residents and connections generate growth for both national and local businesses in the area as well as providing access to air travel for the county's population. The airport is growing at a rapid pace (with 5.7m more passengers per annum (mppa) at the end of March 2016, than when MAG acquired the airport in early 2013, an increase of 32.6%) and it is likely that 25 mppa will be reached in 2017. MAG has stated aspirations to grow beyond the current permission for

35 mppa towards 45 mppa by the early 2030s, utilising the existing single runway. Even with Stansted's excellent credentials in terms of the utilisation of public transport to access the airport, with over 50% of passengers currently travelling by such means, the level of passenger growth proposed is certain to have a considerable impact on the county's road network in coming decades.

The Vision should therefore explicitly recognise the importance of both of the county's neighbouring airports to help capitalise on their economic potential for Hertfordshire residents and businesses. In terms of Stansted the Vision should specifically help to promote sustainable surface access to this location. Ideally, the Hertfordshire Bus Rapid Transit Network should be extended to include Bishop's Stortford and Stansted Airport. At the very least, the Vision should contain measures to improve surface access to Stansted through the county's road network generally, and, specifically, by improvements on the A120, including the bypassing of Standon/Puckeridge, which is a scheme that HCC has already committed to investigating and consultation has already been undertaken earlier this year.

Typographical Errors

Page 11 – Typographical error in sub-heading in Fig. 4 where 'Unprecedented' should read 'Unprecedented'.