

Agenda Item 9ix



PLANNING AND BUILDING CONTROL

Our ref: TH/tb/231216
Please ask for: Tracy Harvey
E-mail: tracy.harvey@stalbans.gov.uk
Date: 23 December 2016

Mr James Povey
Transport Policy and Growth Team Leader
CHN 216
Hertfordshire County Council
County Hall
Pegs Lane
Hertford. SG13 8DN

Dear James

Thank you for the presentation on the County's Transport Vision 2050 at the District Council's Planning Policy Committee on the 15th November 2016.

In general terms we welcome this consultation and the development of County's full strategy in 2017 - Local Transport Plan (LTP4). Overall we agree with the LTP Objectives and Principles (people, place and prosperity). We are also aware of the challenges and potential opportunities that LTP4 can bring.

However we would appreciate further clarity and consideration of the following key points which our Members have highlighted:

1. General

- a. What weight will be placed on all Distric/Borough plans in this Vision?
- b. How confident are County about future budget availability?
- c. Further information requested on relative scoring and how the selection of the 5 major schemes was made.
- d. Further information will be required with regard to how developers will contribute to transport infrastructure e.g. Community Infrastructure Levy (CIL).
- e. Further consultation required regarding Urban Transport Plans in hotspots
- f. Strategy seems to focus on disincentives for car drivers rather than incentives for use of other forms of transport. A more balanced approach is required, eg:
 - o Incentives – consider subsidising public transport to encourage modal shift from cars
 - o Disincentives – consider charging for use of roads
- g. Increased parking charges would have a detrimental impact on the local economy.
- h. The proposed freight terminal, which would have a major impact on roads in Hertfordshire, does not appear to have been given appropriate consideration. In particular, it would be useful to model its primarily road-to-road depot traffic volumes.

2. Statistics and data

- a. Vision is based on growth in car use, but traffic levels are shown as not having grown recently.



- b. Comparisons of growth in train use and levelling out of car use across the County and within Districts/Boroughs should be examined.
- c. The increase in cycling to stations and recent/planned investment in cycle parking at stations should be given more consideration and encouragement.
- d. Further updates on 2014 data (regarding deaths from air pollution and road casualties) are suggested. Statistics show accidents have decreased, but fatalities have increased.
- e. Population growth – the document refers to negligible reduction in car use in 15 years. Does this mean car use has fallen despite considerable population growth?
- f. Will the ageing population lead to people traveling during the day with significantly different patterns to today?

3. A414 Corridor Capacity upgrades

Further consideration is needed around the improvements that are necessary, in particular the disproportionate amounts allocated to the Jack Oldings roundabout compared to the roundabouts serving London Colney and the former M10.

4. London Colney Roundabout and A414

- a. In the analysis of the London Colney roundabout, no reference is made to the Colney Health “Longabout” or the Hatfield roundabout. The approach to all three would need linking up rather than being approached piecemeal.
- b. Further examination required to avoid impacting negatively on the minor roads adjoining and leading to the A414.
- c. Impact of local residents to the A414 needs consideration.
- d. A414 Bus Rapid Transport proposals – clarification required regarding effect on road capacity.

5. Park Street

- a. Roundabout pinch points also have not been mentioned.

6. Bus Rapid Transport (BRT)

- a. Further clarity regarding the BRT links to St Albans city centre is needed.
- b. The Abbey Line should remain as heavy rail and consideration should be given to funding the passing loop.
- c. Conjoining the scoring/options assessment, in the Steer Davies Gleave report, of the Abbey Line between Watford and St Albans is not appropriate. The Abbey Line should be assessed as a standalone route with existing working track separately to the assessment of the A414 BRT expressway.
- d. Further information on the link loop directly to Euston from the Abbey Line is suggested – has this been reconsidered?
- e. Have the routes of the Nicky Line & Lea Valley Line been considered for rapid transport?

7. Advancement in electric vehicles

- a. Technical advancements in electric vehicles needs to be further considered.
- b. There is little reference to electric scooters.

- c. More electric charging points need to be considered.
- d. Driverless car developments need to be considered.
- e. Powered 2 wheeler developments need to be considered.

8. Airport expansion

- a. Expansion and growth of both Luton and Stansted Airports should be taken into account.
- b. In the Harpenden area, the implications for the B653, (towards Luton airport and towards the M1) are not addressed.

We look forward to receiving further updates in this consultation process with the development of the full strategy in 2017.

Yours sincerely



Tracy Harvey
Head of Planning and Building Control