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Via Email: Laurence.King@dacorum.gov.uk &
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Dear Sir/Madam,

Hemel Garden Communities Potential Modal Shift Report Review.

National Highways welcomes the opportunity to comment on the Hemel Garden Communities (HGC) Potential Modal Shift Report. The report summarises the key findings related to opportunity and propensity for sustainable travel, and the resulting potential for the HGC growth area, Hemel Hempstead and Dacorum.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner for national economic growth.

In relation to the HGC Potential Modal Shift Report, our principal interest is in safeguarding the operation of the A41, A414 and M1 in the area.

We understand that the report was written in line with the goals of the HGC Spatial Vision to achieve ambitious mode share targets by 2050, which are welcomed:

- *40% of all trips starting and/or ending in the existing settlement area of Hemel Hempstead should be by active and sustainable travel modes; and*
- *60% of all trips starting and/or ending in the new development of the HGC growth area should be by active and sustainable travel modes.*

Several interventions to promote the modal shifts are listed within the report, which are welcomed. These include but are not limited to:

- Active travel infrastructure;
- Bus priority corridors; and
- Access restrictions e.g., car-free zones.

A scoring criterion has been developed which allows each intervention to be evaluated against one another, whilst ranking which would be the most effective.

As part of the SRN, we are keen to understand how the interventions will impact the A41, A414 and M1 strategic transport corridors which run through or are nearby to Hemel Hempstead. As your work develops we would expect to see further clarification provided on how the interventions will be further tested and modelled.

Henceforth, whilst the overall document is supported and the mode share shifts are welcomed, further information regarding the nature of the interventions is required, to enable further assessment of the impact they may have on the SRN.

Finally, National Highways agree with the principles listed to date and we look forward to continuing working with you to agree the testing and modelling of the interventions.

Yours sincerely,



Jen Searle
Spatial Planner, Beds, Bucks and Herts