



Hemel Garden Communities (HGC) 2050 Transport Vision & Strategy Executive Summary

February 2024

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CONTENTS PAGE

The Hemel Garden Communities (HGC) 2050 Transport Vision & Strategy is a document to the St Albans City and District and the Dacorum Borough Council Local Plans and the Hemel Garden Communities programme.

The HGC TV&S has been prepared by the HGC Partners: St Albans City & District Council, Dacorum Borough Council and Hertfordshire County Council with the Hertfordshire Local Enterprise Partnership (Herts LEP) and Hertfordshire Innovation Quarter (Herts IQ).

Any questions regarding this HGC Transport Vision & Strategy document should be sent to the Hemel Garden Communities Communication and Engagement Lead

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Summary Infographic.....	2
What is Hemel Garden Communities?.....	3
What is this Transport Vision & Strategy for?.....	4
Approach.....	5
Policy Context.....	6
The Transport Vision.....	7
The Transport Strategy.....	8
Theme 1: A well connected place that puts people first.....	9
Key Network Plan.....	10
Local Networks Plan.....	11
Key and Local Networks Plan.....	12
Theme 2: A place that encourages sustainable travel.....	13
Theme 3: A network fit for the future.....	14
Delivering the Vision and Strategy.....	15
Glossary.....	16



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1.0	16/02/2024	HGC Delivery Board - February 2024	IS / KG

HEMEL GARDEN COMMUNITIES 2050 TRANSPORT VISION & STRATEGY

IN BRIEF

MODE SHARE OBJECTIVE

40%

of all person trips from/to/within Hemel Hempstead should be by active and sustainable travel modes

60%

of all person trips from/to/within the new Hemel Garden Communities neighbourhoods should be by active and sustainable travel modes

User Hierarchy



PRIORITY

HGC 2050 Transport Vision

“By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike. A place where at least 40% of all person trips from/to/within Hemel Hempstead, and 60% of all person trips from/to/within new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel.

An innovative place, fit for the future, where high-quality transport networks prioritise local journeys and support decarbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.”

HGC 2050 Transport Strategy



Theme 1: A well connected place that puts people first

This means:

- A Key Network to connect key origins and destinations in the town
- Local Networks to provide connections between local destinations
- More people regularly walking and cycling when making everyday journeys
- Improved transport networks that put people first and improve safety, air quality and health
- People focussed streets and travel links designed to cater for different users' needs



Theme 2: A place that encourages sustainable travel

This means:

- Making it easier for people to walk, wheel and take public transport as the first choice for many journeys
- Greater awareness amongst residents and visitors to Hemel Hempstead of their travel choices, to help reduce car dependence and form healthier and sustainable travel habits
- Reliable, regular and easy to use public transport services to a broad range of destinations



Theme 3: A network fit for the future

This means:

- Being ready to embrace emerging technologies and have the capability to meet future transport needs
- A future ready transport network that facilitates the decarbonisation of all vehicles
- Deliver appropriate infrastructure such as public hire services, e-Cargo bikes, electric vehicle charging points, where appropriate to help meet Hemel Hempstead's Climate Emergency obligations

What is Hemel Garden Communities?

The Hemel Garden Communities (HGC) Programme is an ambitious proposal which will transform and grow Hemel Hempstead and create attractive, sustainable new neighbourhoods to its north and east by 2050.

The HGC 2050 Transport Vision and Strategy (referred to as 'TV&S') has been prepared on behalf of a partnership that comprises Dacorum Borough Council (DBC), St Albans City and District Council (SADC) and Hertfordshire County Council (HCC), Hertfordshire Local Enterprise Partnership (Herts LEP), and the Hertfordshire Innovation Quarter (Herts IQ) as part of the HGC Programme (referred as 'the Partners') and wider stakeholders.

This TV&S covers the whole HGC programme area (brown dotted line in Figure 1); the town of Hemel Hempstead, within the borough of Dacorum, as well as proposed growth areas straddling both Dacorum and St Albans District to the north and east of the town. The Transport Vision & Strategy considers key transport links within the wider area (shown by the grey dotted line in Figure 1).

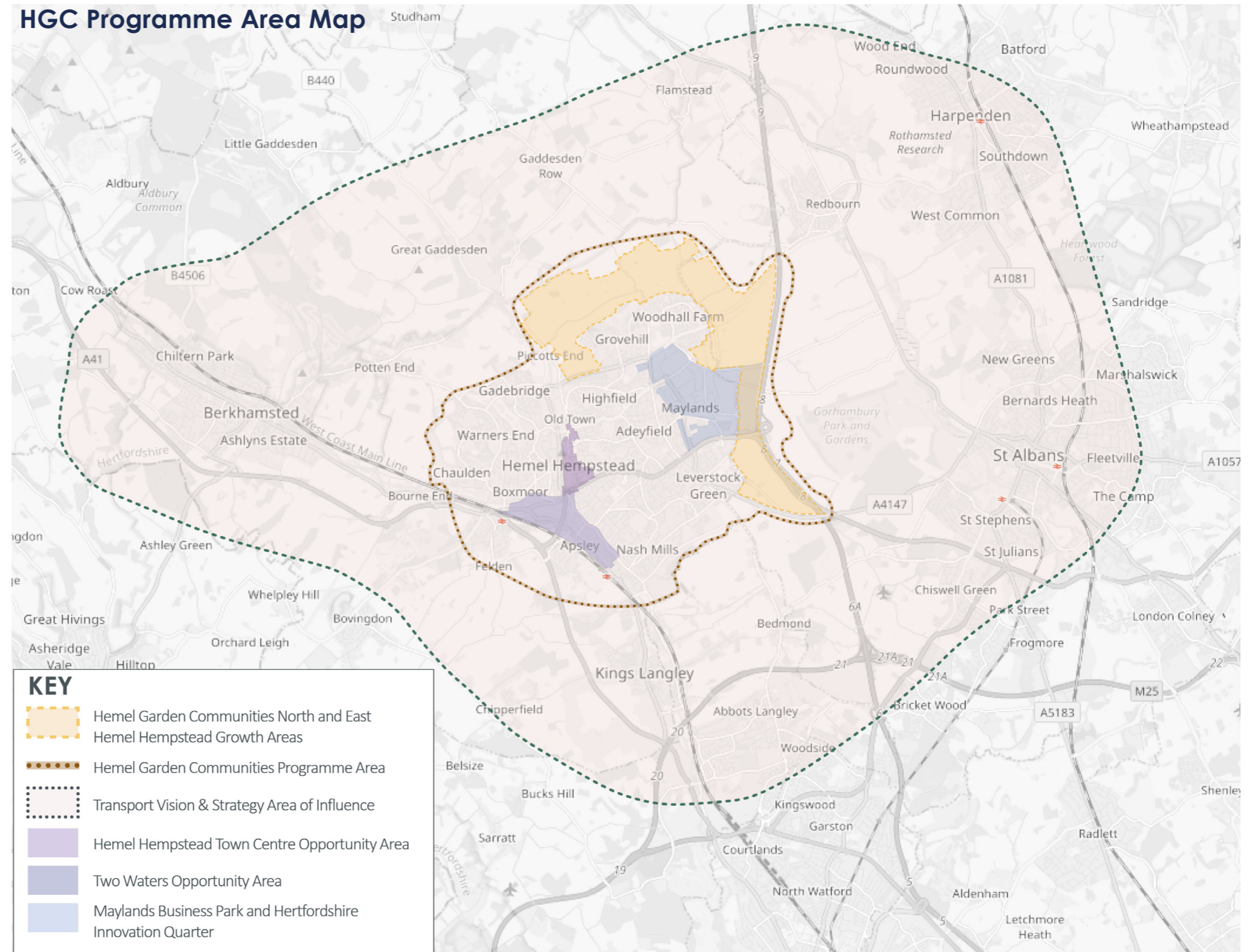


Figure 1 Hemel Garden Communities Programme Area and TV&S Wider Influence Area

What is this Transport Vision and Strategy for?

Hemel Hempstead is a focus for significant residential and employment growth up to 2050, with the likely population predicted to increase by around 50%.

The increased demands for movement of people and goods generated by this growth cannot be accommodated if existing movement patterns are projected forward, because:

- The capacity of existing and likely future networks will be insufficient
- The negative effects in terms of greenhouse gas emissions, air and noise pollution, road danger, congestion and inactive lifestyles will be unacceptable.
- Future demands for movement can therefore only be met if there is a substantial shift to more space-efficient, lower emission and healthier forms of transport (such as walking, cycling and using the bus, as well as new and innovative forms of transport).

The Transport Vision & Strategy (TV&S) captures the need and scale of change needed and how this can be achieved.

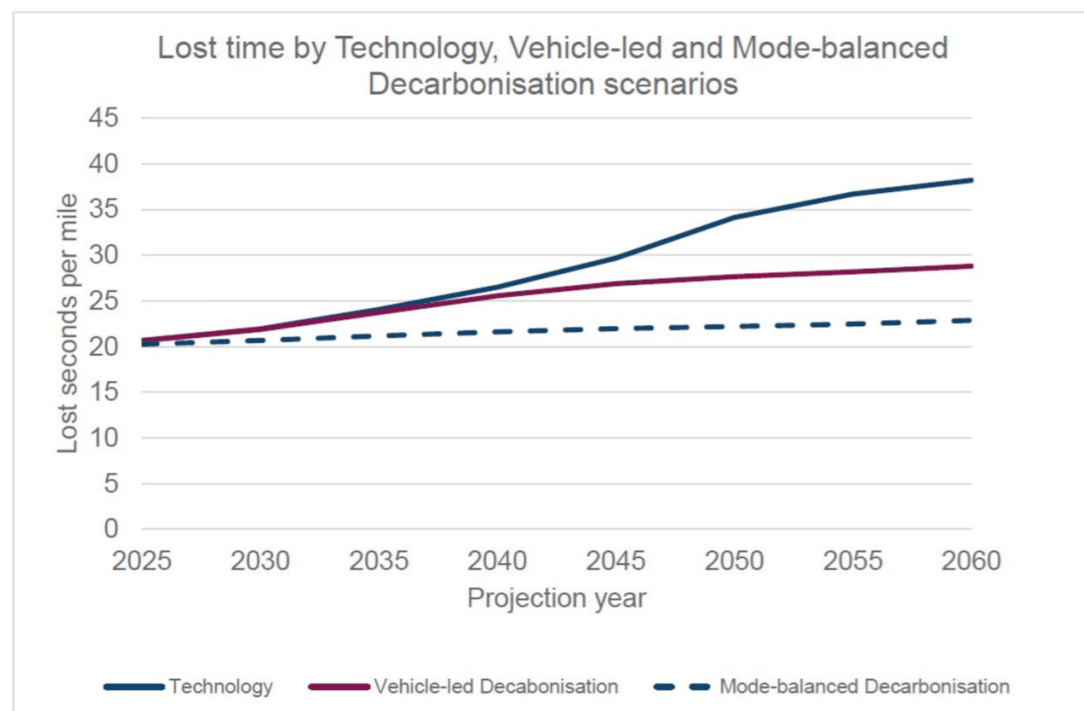


Figure 2 The graph shows that if the model of predict and provide is taken, that even with technology, the number of journeys and time lost in congestion will continue to rise. Source: National Road Traffic Projections, 2022

What is the overall approach?

Since 2021¹, nationally there has been a noticeable move away from the traditional 'Predict and Provide' approach to transport planning, towards what is known as a 'Decide and Provide' or 'Vision and Validate' approach.

The overall approach for Hemel Garden Communities is:

- Set an overarching vision for the area: The HGC Spatial Vision
- Identify the role transport needs to play in achieving that wider vision: The Transport Vision
- Stress-test the Transport Vision to check it is plausible and likely achievable: Modelling work
- Establish and prioritise transport options for helping move towards the preferred future: The Transport Strategy
- Ensure the Strategy is suitably robust and flexible to account for uncertainty

¹ In 2021, the local authority consortium that owns and runs TRICS, the industry standard database for assessing trip generation, produced a 'Guidance Note on the practical implementation of the Decide & Provide approach' that placed D&P firmly at the forefront of contemporary practice.

What is the overall approach?

The TV&S sets out an approach to grow the town 'in a highly sustainable way' that supports the emerging Local Plans for both Dacorum Borough Council and St Albans City and District Council.

Encouraging people to travel less and use modes other than the private car is central to Hertfordshire County Council's Local Transport Plan 4 (LTP4), where Policy 1 establishes the Transport User Hierarchy, shown in Figure 2 below, that should apply both to the scheme design process and the formulation of transport strategy.

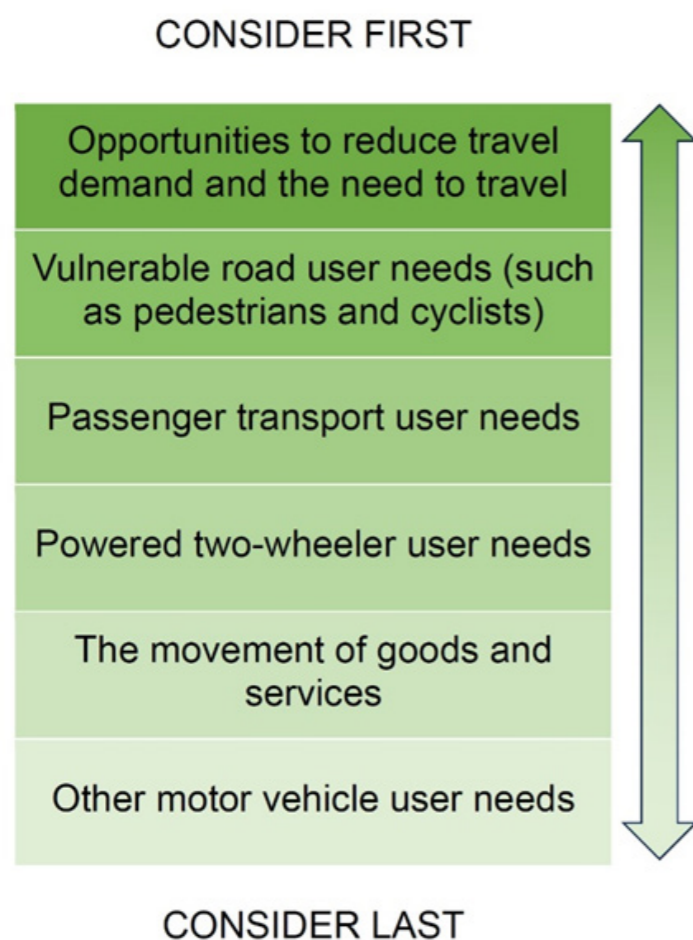


Figure 3 The Transport User Hierarchy based on Hertfordshire County Council's Local Transport Plan 4

The importance of mode shift

Government statistics (2021)¹ show that the transport sector produces around 26% of Greenhouse Gases and that road transport (passenger cars in particular) are the most significant source of emissions in this sector. Putting carbon emissions to one side, the Government's 2022 National Road Traffic Projections show that mode shift is also vital to ensure that congestion can be kept within manageable levels.

The 2022 Hertfordshire County Travel Survey (HCTS) showed that over 35% of all trips by car across Hertfordshire are under 3 miles long, and over 50% are under 5 miles long. The 2021 Census also revealed that around 60% of Hemel Hempstead residents work in the town^{2 3}, showing there are a large number of local work journeys due to the close proximity of the Maylands Business Park.

Therefore, there is clear potential for the transfer of many of these short car trips to more sustainable modes. This is known as mode shift.

Despite Hemel Hempstead's hilly terrain, the shortness of so many car trips, combined with the potential for existing and emerging forms of transport such as e-bikes, means that achieving substantial mode shift from cars is realistic, as long as attractive alternatives are provided.

While mode shift on the scale needed will be no easy task, the data collected demonstrates it should be achievable in Hemel Hempstead and there is a clear need to do this to improve public health, air quality and avoid a worsening of congestion.

¹ 2021 UK Greenhouse Gas Emissions, Final Figures. Department for Business, Energy & Industrial Strategy: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1134664/greenhouse-gas-emissions-statistical-release-2021.pdf

² Travel to work data, ONS, Census 2021 <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/traveltoworkenglandandwales/census2021>

³ Calculated by combining the number of residents that stated they travel <10km to their workplace and/or work mainly from home, Census 2021.

How does this relate to other plans and guidance documents?

The Transport Vision & Strategy is informed and sits within a wider framework of documents at national, regional and local scale.

The Transport Vision & Strategy is part of the evidence base supporting the Dacorum Borough Council and St Albans City and District Local Plans and the HGC Programme.

Strategic priorities are set out in documents, including the Hertfordshire Growth and Transport Plans, Hertfordshire County Council's Local Transport Plan 4 (2018-2031) and the emerging Local Plans. This TV&S addresses local journey priorities, and is informed by the strategic documents that sit above it.

A future implementation plan will be developed as part of the Local Plans Evidence, and will feed into the Local Authorities Infrastructure Delivery Plans.

As part of the HGC Programme, in 2021, HGC published the Spatial Vision¹, an overarching spatial approach for the HGC Programme Area. The Spatial Vision promotes healthy lifestyles and respond to the climate crisis – and sets out the ambition that the Programme Area will be home to inclusive, integrated neighbourhoods connected by a green movement network.

The Hemel Garden Communities' Framework Plan is a spatial framework for the HGC Programme Area, with a detailed focus on North and East of Hemel Hempstead Growth Areas. The TV&S and future Implementation Plan will be integrated with the Framework Plan, alongside wider town focussed workstreams, to develop a single holistic framework for transformation.

Hertfordshire County Council's Local Transport Plan 4 (2018-2031), HGC Spatial Vision, and the HGC Framework Plan are supported by the Town and Country Planning Association (TCPA) transport guidance and help set the vision for the TV&S.

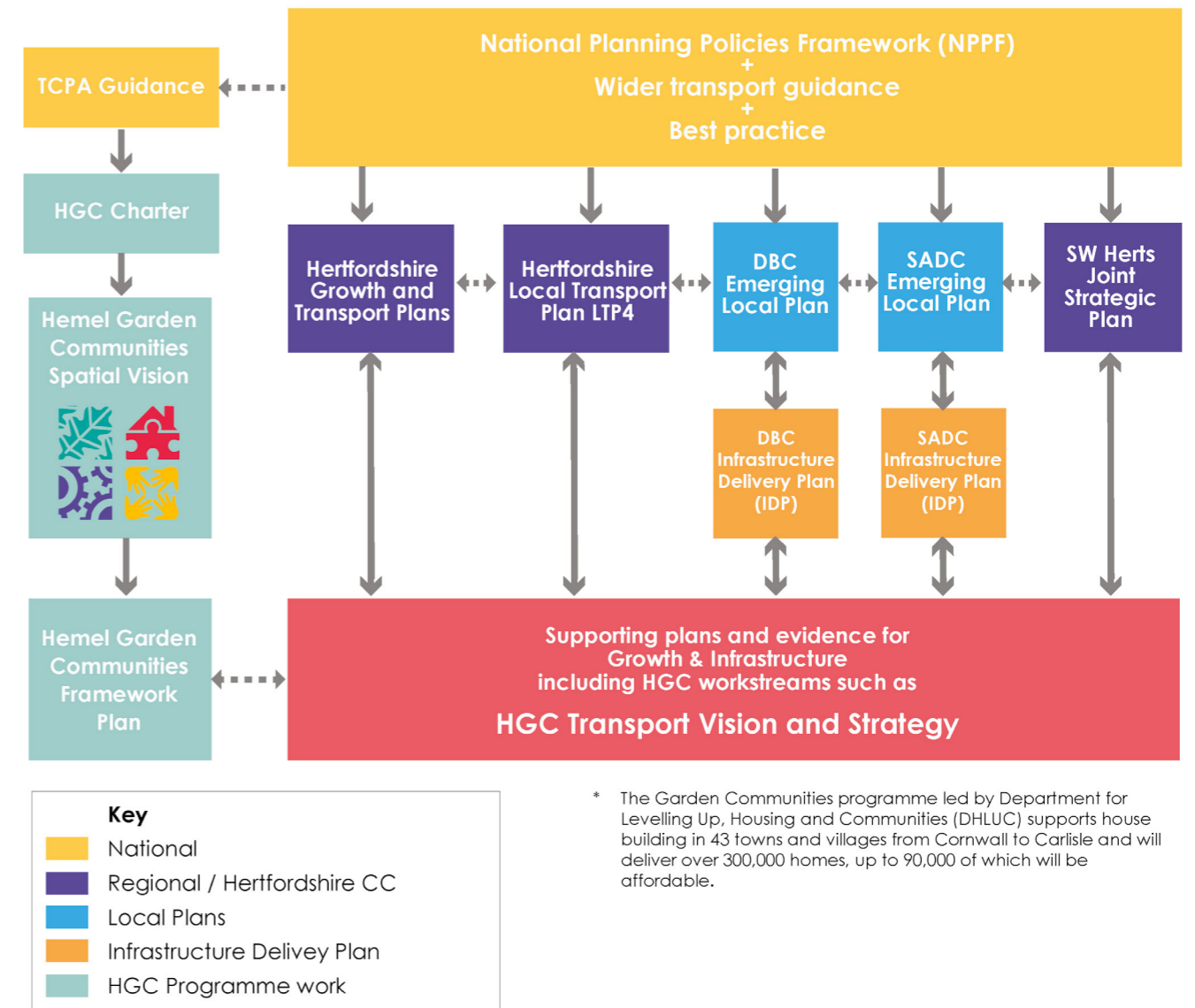


Figure 4 The interrelationship of the Transport Vision & Strategy with other plans and guidance documents

¹ HGC Spatial Vision (2021)
<https://www.hemelgardencommunities.co.uk/media/3hknvayj/hemel-garden-communities-spatial-vision.pdf>

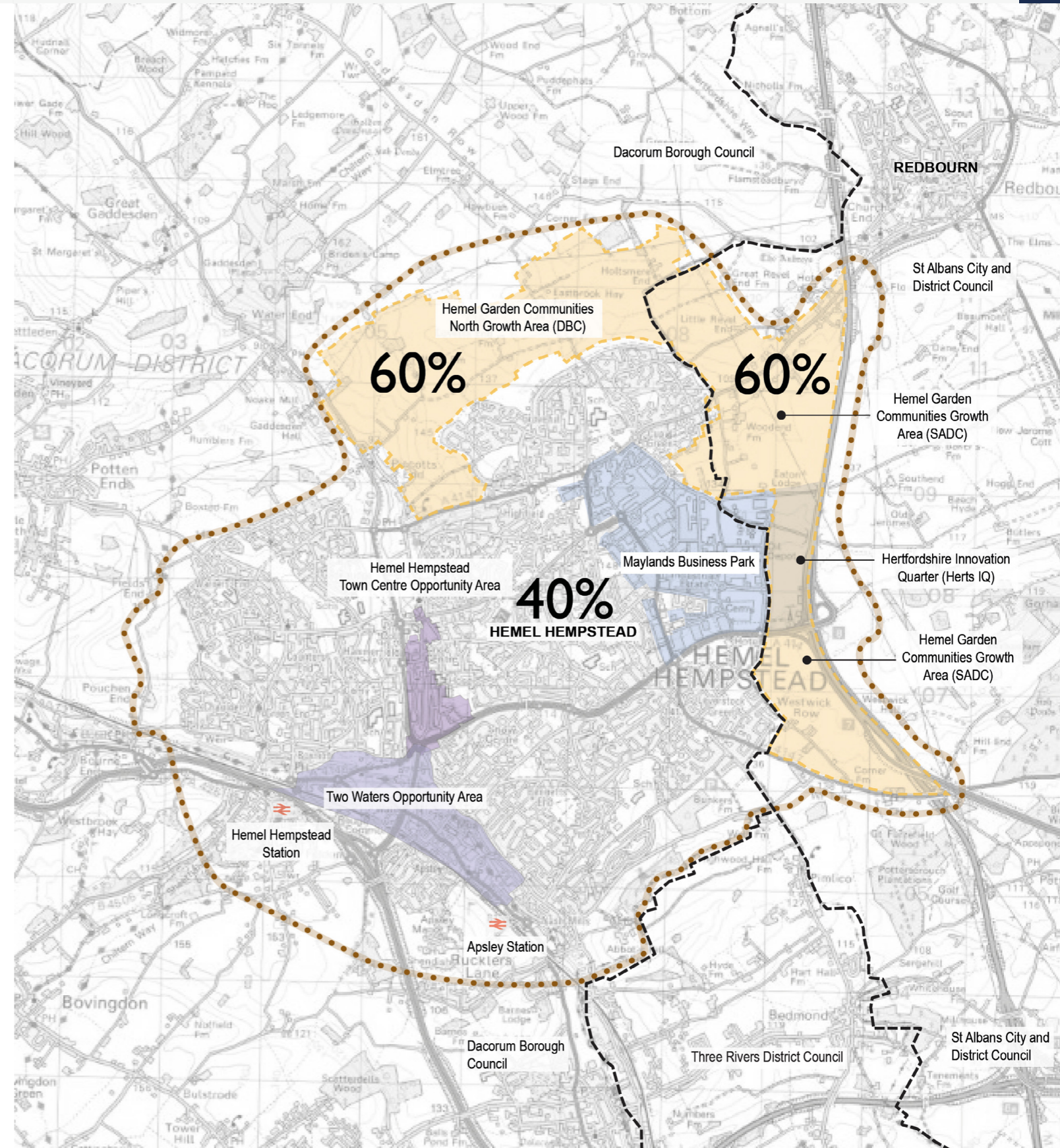
What is the vision?

The Transport Vision is intentionally aspirational and will be subject to initial testing to give confidence that it is achievable. The process used in this report involves reviewing existing transport patterns in the light of anticipated growth, to develop an understanding of what it will take to bridge the gap between present existing transport patterns and those the Vision seeks.

HGC 2050 Transport Vision

By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike. A place where at least 40% of all person trips from/to/within Hemel Hempstead, and 60% of all person trips from/to/within new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel.

An innovative place, fit for the future, where high-quality transport networks prioritise local journeys and support decarbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.



KEY

- Hemel Garden Communities North and East Hemel Hempstead Growth Areas
- Hemel Garden Communities Programme Area
- Local Authority Boundaries

- 40%** Existing Town: 40% of all trips originating from and/or ending within the new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel by 2050
- 60%** New Neighbourhoods: 60% of all trips originating from and/or ending within the new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel by 2050.

- Hemel Hempstead Town Centre Opportunity Area
- Two Waters Opportunity Area
- Maylands Business Park and Hertfordshire Innovation Quarter



What is the strategy?

To achieve the aspirational mode shift goals for 2050 and the wider Transport Vision, the Transport Strategy is made up of three Strategic Themes. The themes are:

Theme 1: A well connected place that puts people first

Theme 2: A place that encourages sustainable travel

Theme 3: A network fit for the future

Each theme has a number of desired outcomes to help steer decision-making. To achieve these outcomes a number of transport infrastructure measures will need to be implemented, as well as supporting programmes to encourage local residents and businesses to change their travel behaviour.



Hemel Garden Communities: A vision for 2050

THEME 1: A WELL CONNECTED PLACE THAT PUTS PEOPLE FIRST

Both existing and new neighbourhoods will prioritise local journeys, facilitated by people-focused streets and traffic-free routes. This will ensure it is quicker and more convenient to walk, cycle and use public transport than use the car for the vast majority of local journeys. While access will be possible to every house by car, the design of the streets will be people-focussed and consider other users.

This first theme mainly sets out the strategic infrastructure needs of Hemel Hempstead and defines Key and Local transport networks along with the appropriate types of infrastructure on each.

The Key Network

The Key Network will mainly have a movement function connecting key origins and destinations in the town. 7 key routes have been identified:

1. A414 / Station Road (Hemel Hempstead Rail Station – Herts IQ);
2. Adeyfield (Leighton Buzzard Road – Heart of Maylands);
3. Queensway (Leighton Buzzard Road – Maylands Ave);
4. Link Road / Redbourn Road (Leighton Buzzard Road – Redbourn Road);
5. New North and East Hemel Sustainable Transport Corridor (Leighton Buzzard Road – A4147);
6. Leighton Buzzard Road / Two Waters Road / A4251 (Link Road – Apsley); and
7. Redbourn Road / Maylands Avenue (Link Road – A414).

The Local Network

The Local Network supplements the Key Network and consists of three parts to provide connections between local destinations:

- Local Active Travel Network (Cycling, Wheeling, Walking and micro-mobility);
- Local Passenger Transport Network (Public Transport including bus and HERT routes); and
- The Green Network (Continuous, traffic-free, or low-traffic routes designed to support active travel such as the Nickey Line and Grand Union Canal).



Creating more active, social, and greener streets



People focussed streets and travel links designed to cater for different users' needs

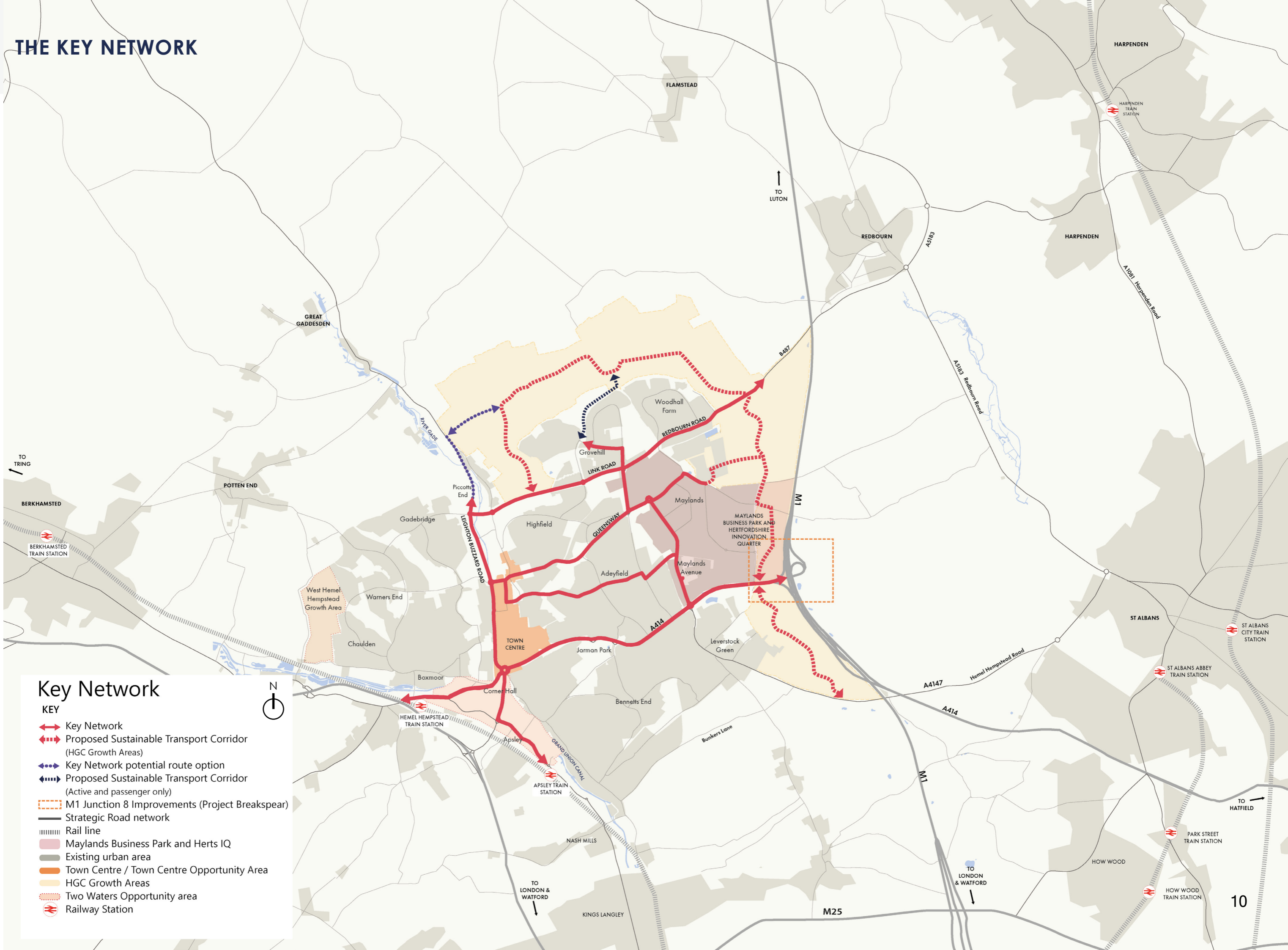


The Nickey Line, part of the Local Network

Theme 1 Desired Outcomes

- New neighbourhoods made up of co-located land use types, delivered at a scale of density that reduces the need to travel, whilst prioritising movements made by active and sustainable transport modes;
- More people walking, cycling, and using emerging micro-mobility (such as e-bikes and e-scooters) options more regularly, and for greater total distances, when making every day journeys minimising the need for motorised travel;
- Improved transport networks that put people first to improve safety, air quality and health of people who live, work and visit Hemel Hempstead through providing more sustainable travel choices and reducing transport related air pollution;
- Making better places by reducing car dominance and creating more active, social, and greener streets that encourage more social interaction and localised commercial and economic activity; and
- People focussed streets and travel links designed to cater for different users' needs, including people with mobility impairments, to maximise inclusivity.

THE KEY NETWORK



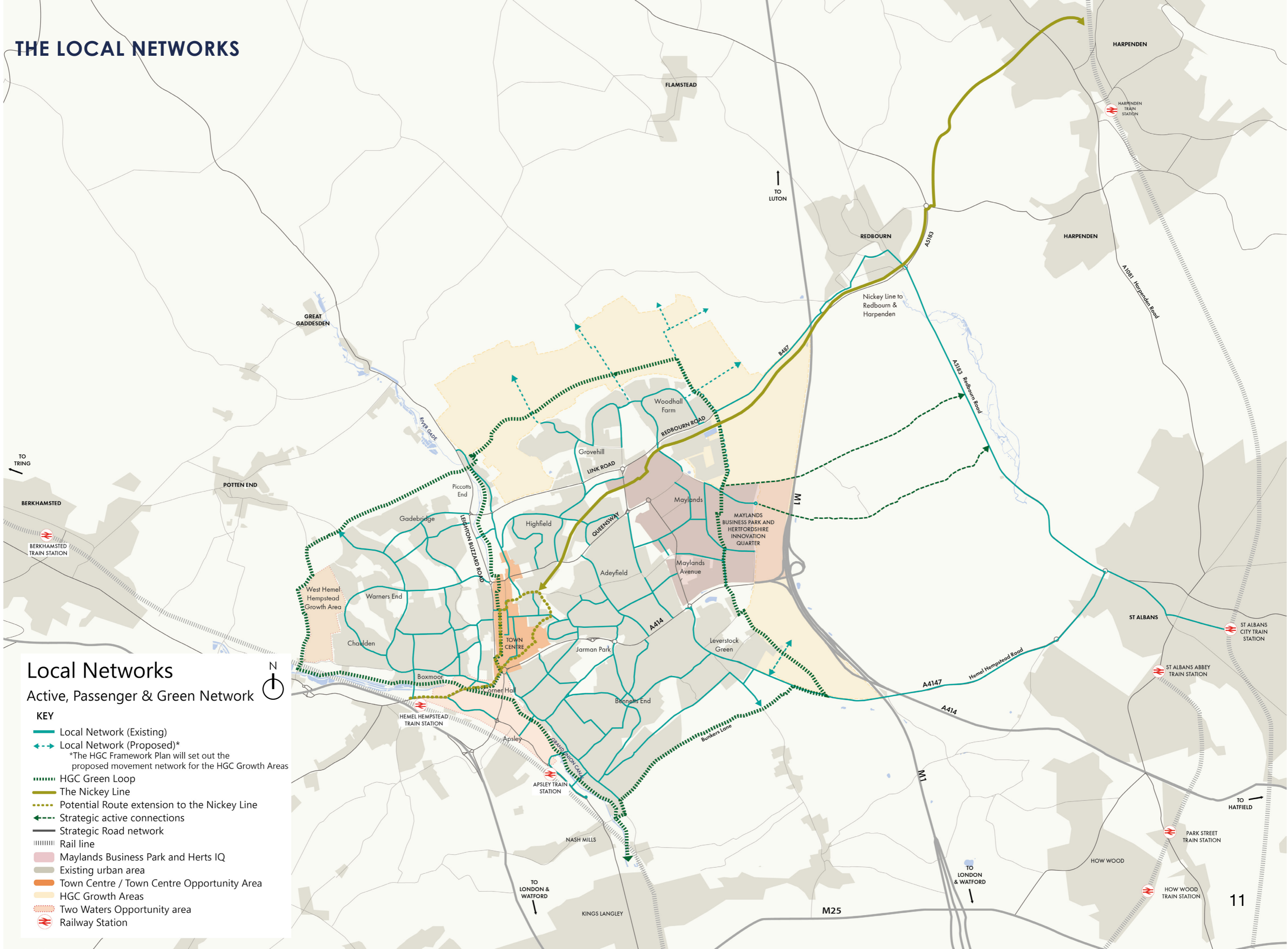
Key Network

KEY

-  Key Network
-  Proposed Sustainable Transport Corridor (HGC Growth Areas)
-  Key Network potential route option
-  Proposed Sustainable Transport Corridor (Active and passenger only)
-  M1 Junction 8 Improvements (Project Breakspear)
-  Strategic Road network
-  Rail line
-  Maylands Business Park and Herts IQ
-  Existing urban area
-  Town Centre / Town Centre Opportunity Area
-  HGC Growth Areas
-  Two Waters Opportunity area
-  Railway Station

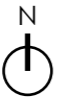


THE LOCAL NETWORKS



Local Networks

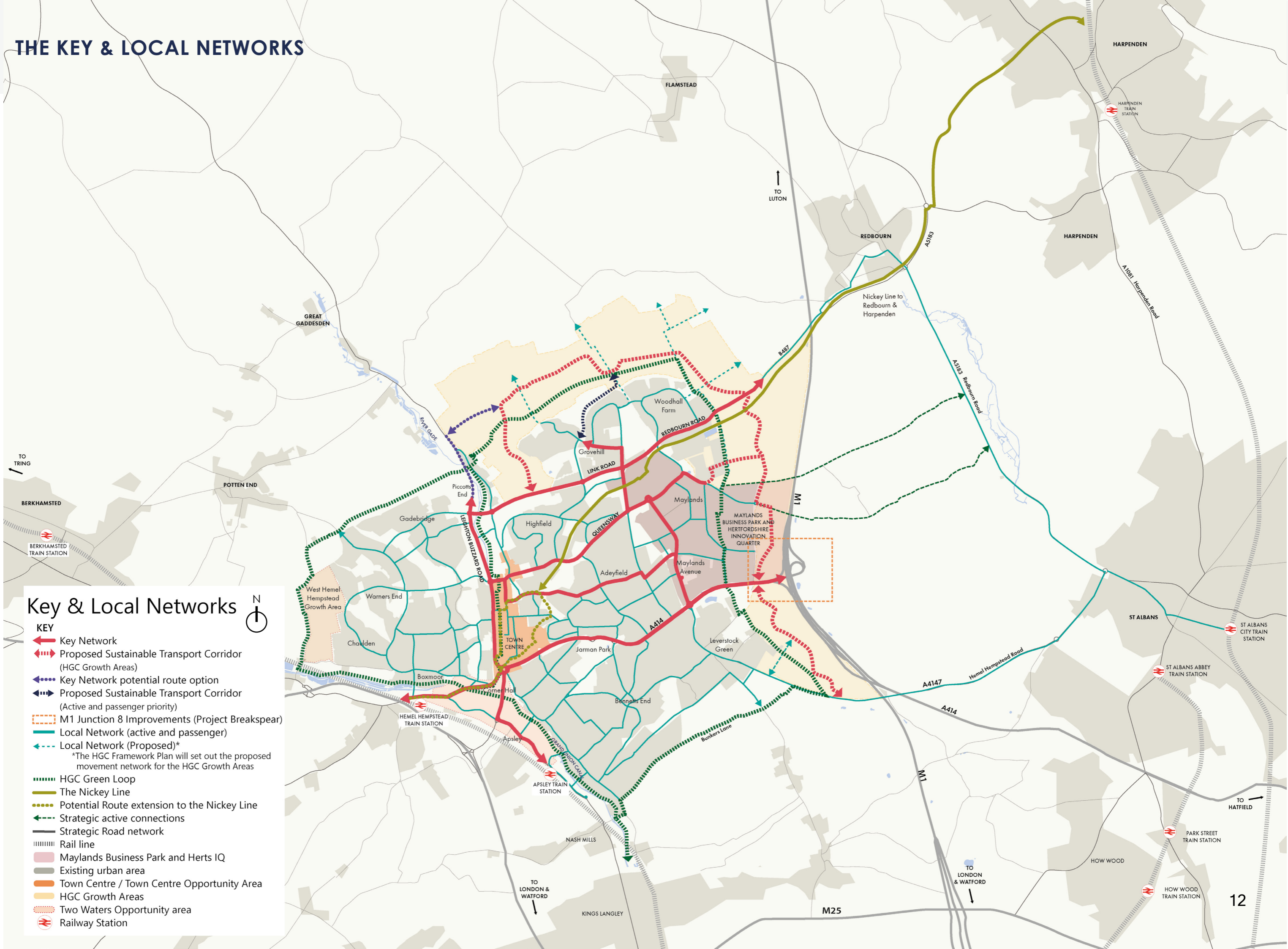
Active, Passenger & Green Network



KEY

- Local Network (Existing)
- - - Local Network (Proposed)*
*The HGC Framework Plan will set out the proposed movement network for the HGC Growth Areas
- - - HGC Green Loop
- The Nickey Line
- - - Potential Route extension to the Nickey Line
- - - Strategic active connections
- Strategic Road network
- Rail line
- Maylands Business Park and Herts IQ
- Existing urban area
- Town Centre / Town Centre Opportunity Area
- HGC Growth Areas
- Two Waters Opportunity area
- Railway Station

THE KEY & LOCAL NETWORKS



Key & Local Networks

- KEY**
- Key Network
 - Proposed Sustainable Transport Corridor (HGC Growth Areas)
 - Key Network potential route option
 - Proposed Sustainable Transport Corridor (Active and passenger priority)
 - M1 Junction 8 Improvements (Project Breakspear)
 - Local Network (active and passenger)
 - Local Network (Proposed)*
*The HGC Framework Plan will set out the proposed movement network for the HGC Growth Areas
 - HGC Green Loop
 - The Nickey Line
 - Potential Route extension to the Nickey Line
 - Strategic active connections
 - Strategic Road network
 - Rail line
 - Maylands Business Park and Herts IQ
 - Existing urban area
 - Town Centre / Town Centre Opportunity Area
 - HGC Growth Areas
 - Two Waters Opportunity area
 - Railway Station

THEME 2: A PLACE THAT ENCOURAGES SUSTAINABLE TRAVEL

Where new residents and businesses are coming to Hemel Hempstead it will be vital that they find walking, cycling and public transport attractive to use from Day One. This requires early investment in the high-quality services and supporting infrastructure needed to make sustainable mode choice inviting. Residents will need to be engaged and informed of their travel choices to help them reduce car dependence and form healthier and sustainable travel habits.

Theme 2 sets out ways to promote behaviour change which includes:

- Promotion of Active travel
- Bikeability training
- Maintenance for Active Travel
- Promotion of Public Transport



Bikeability is cycle training for everyone including school children, adults and families. By 2025, the Bikeability Trust will have helped 5 million children take up Bikeability cycle training and cycle more confidently, more often.



Dacorum based charity DENS, runs the Bike Project which provides opportunities for people to learn bike maintenance skills and build their confidence



Making walking, wheeling and public transport the first choice for many journeys



Herts Lynx - Demand Responsive Transport



The Grand Union Canal

Theme 2 Desired Outcomes

- Identifying and seeking to remove barriers for people making journeys by sustainable modes;
- Getting people to think about travel options other than using their cars;
- Greater awareness amongst residents and visitors of Hemel Hempstead of their travel choices to help them reduce car dependence and form healthier and sustainable travel habits;
- The adoption of new and / or increasing existing 'wanted' behaviours amongst residents and visitors resulting in people walking and / or cycling more regularly for greater distances;
- Developments which are designed to make walking, cycling and public transport the first choice for many journeys;
- Developments that have reliable, regular and easy to use bus services that connect with key destinations people want to go to; and
- Provide public transport services for a broader range of destinations. This could include the delivery of Demand Responsive Transport (DRT).

THEME 3: A NETWORK FIT FOR THE FUTURE

For Hemel Hempstead to meet its growth aspirations, there is a clear need to embrace change and maximise new forms of transport, technologies, and systems. Hemel Hempstead needs to ensure its transport networks are integrated, resilient, and adaptable so that it can make the most of new opportunities.

Theme 3 sets out the opportunities and an overview of the likely ever changing landscape facing Hemel Hempstead in the run up to 2050, which includes innovation related to:

- **Future Mobility Trends** - Including emerging micro-mobility options such as e-bikes and e-scooters
- **Mobility Hubs** - Places which allow for interchange between different forms of transport
- **Parking** - Innovative ways to provide parking provision such as parking barns and centralised locations
- **Freight and last mile deliveries** including the use of e-cargo bikes, parcel storage and consolidation of facilities
- **Emerging Technologies including Mobility as a Service (MaaS)** - Mobility as a Service (MaaS) brings together various forms of transport and transport-related services into a single, comprehensive digital platform, such as an app.
- **Hertfordshire Essex Rapid Transit** - A new east west passenger transport system connecting Hemel Hempstead with St Albans and beyond to Harlow, along the A14 corridor



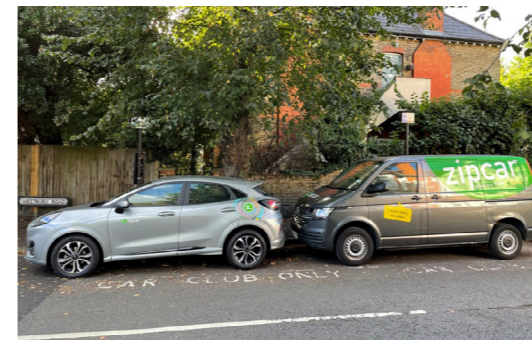
Features and opportunities for Mobility Hubs.
Source: COMOUK



Zedify providing last mile deliveries



Belfast Glider - an example of Rapid Transit



Car and van sharing



Beryl e-bike and e-scooter scheme

Theme 3 Desired Outcomes

- Attractive well-connected new places that encourage growth and investment, including revitalising the town centre, local centres and expanded business park;
- Being ready to embrace emerging technologies and have the capability to meet future transport needs;
- Enhanced interchange facilities (mobility hubs) that enable more convenient changing between different modes of transport when making local journeys by improving the quality of facilities and co-location of services;
- Improved passenger transport networks including through an accessible, reliable and affordable east-west transit system (HERT) which connects people easily to where they live, work and visit
- Establish high-quality shared mobility services (such as bike and car share schemes) and well-planned developments that maximise the scope and attractiveness of such travel options;
- Hemel Hempstead's business parks and industrial estates will be well-connected to the transport network via a variety of different travel modes;
- A future ready transport network that facilitates the decarbonisation of all vehicles by delivering appropriate infrastructure (e.g., EV charging points, public hire services, e-Cargo bikes where appropriate) helping Hemel Hempstead meet its climate emergency obligations;
- On- and off-street car parking designed flexibly with future non-car uses in mind; and
- A co-ordinated approach to rationalising and consolidating freight movements and deliveries to homes, communities and businesses using the most appropriate routes and modes, maximising opportunities to promote greener, more sustainable options where possible

In order to progress the Transport Vision and Strategy, collaboration across the HGC Partners and wider stakeholders will be key, with a particular focus on the following three areas of work:

1) Planning Support

To steer and shape key areas of work related to the delivery of Local Plans:

- A Phasing and Implementation Plan
- Infrastructure Delivery Plans for the Authorities and longer-term aspects for Hemel Garden Communities, and a
- Funding Strategy

2) Wider Workstreams and Projects

Partnership and collaborative working will also be key to taking forward the wider workstreams and projects under immediate, short-term, medium-term and long-term timescales to help prioritise their delivery. Some examples of the wider workstreams and projects are set out on this page.

3) Delivery, Monitoring & Evaluation Strategy

To monitor and identify the best approach for achieving the delivery of infrastructure and supporting workstreams and identify how this will be appropriately monitored and evaluated towards meeting the sustainable mode targets.

Immediate (over the next 1 year) e.g.

- WSP Modal Share Study
- Local Cycling Walking Infrastructure Plans
- HGC Framework Plan & Strategic Design Code
- Health and Wellbeing Strategy



Short-Term (1-2 years) e.g.

- Nickey Line Strategy and Feasibility Study
- Hemel Hempstead Bike Hire Scheme
- Maylands Business Park Plus Masterplan
- HGC Framework and Transformation Plan SPD



Medium-Term (2-5 years) e.g.

- Schemes emerging via the Local Cycling Walking Infrastructure Plans (LCWIPs)
- Herts Essex Rapid Transit (HERT)
- A14 Corridor improvements



Long-Term (5+ years) e.g.

- Plough Roundabout
- Herts Essex Rapid Transit (HERT)
- M1 Junction 8 improvements (Project Breakspear)



Active Travel	'Active travel' (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc.) for the purpose of making everyday journeys
Active Travel Route	A walking and/or cycling route that enables journeys by connecting trip origins with destinations
Audit (Route)	A systematic assessment of a walking or cycle route, taking into account factors such as the infrastructure type, dimensions, condition, as well as contextual factors
Behaviour Change	Small changes in transport choices (for example, catching a bus once a week into work) can make a big difference because they break unsustainable habits and can create improved long-term transport outcomes (for example, catching the bus everyday instead of driving into work)
Cyclist	The term cycle includes all forms of bicycle, tricycle, or a cycle having four or more wheels, adapted cycles, including cargo and electric cycles, but not motorised vehicles
Green Infrastructure	Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits
Greenway	Greenway(s) which refer to fully (or almost fully) off-road and traffic free routes
Highways Authorities	Have a duty to assert and protect the rights of the public to use and enjoy any highway for which they are an authority.
Infrastructure	Transport infrastructure includes all the things that enable transport services to operate – streets and roads, railway lines and active travel networks such as cycle-paths and footpaths. It also includes associated structures such as stations, bridges, embankments, car parks, signage, signalling, bus stops and transport interchanges and land and green-space associated with transport.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Infrastructure Delivery Plan (IDP). This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision.

Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (Hertfordshire County Council)
Low Traffic	There is no firm definition of low traffic volumes, but up to 2500 vehicles journeys per day is a typical cut off in an urban setting
Micro-mobility	Micro-mobility is a term used to refer to transportation of people and/or goods using small, lightweight vehicles that run at comparatively slower speeds, powered by an electric motor or the efforts of the riders/drivers – including scooters, bikes, skateboards, hoverboards, and Segways (TCPA, Practical Guides for Creating Successful New Communities, Guide 13: Sustainable Transport, 2020).
Mobility as a Service (MaaS)	The integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example.
Mobility Hub	A facility that provides a convenient interchange between a range of mobility types (public transport, bikes, scooters etc..) for all users and which is co-located with other community facilities such as cafes, shops, parcel drops etc.. For further advice, see CoMoUK Guidance.
Mode	A transport mode refers to the way in which passengers and/or goods can be transported. For example, train, bus or walking. A multi-modal route refers to where multiple types of transport are used e.g. bus, car and walking.
Mode Share	Mode share (also called mode split) is the percentage of travellers using a particular mode of transportation or number of trips using said type.
Modal Shift	In the context of this guidance, modal shift refers to where a journey undertaken by another mode of transport (e.g. private car) is replaced with another mode such as walking or cycling
Rapid Transit	Rapid Transit (BRT) is a high-quality transit system that delivers fast, direct, and cost effective services at a large scale. This could be provided by bus or autonomous vehicle.
Sustainable transport	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.



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Hertfordshire
Local Enterprise
Partnership

