

Presentation to NHDC Environmental Panel on Transport



We believe every town in North Hertfordshire should have a sustainable travel town plan.

For those towns who do not have a town council to produce this plan an appropriate forum should be set up to undertake this exercise, including local resident representatives.

It is clear that funding for transport is tight and it is therefore important that we maximise the benefit from the funds available which may be best achieved through many of lower cost schemes rather than a few high cost show projects.

TTL would be happy to contribute to the development of a sustainable travel town plan for Letchworth. An initial set of ideas for what this might include is provided in the short presentation that follows.

Walking



Letchworth would benefit from more Pedestrian Crossings, particularly on busy roads on schools routes. e.g. onto Broadway Gardens, across Bridge Road, across Broadway linking to the south side of Spring Road, from Jackman's to Pixmore Way by St Paul's Church.

Letchworth would benefit from some paths being widened so they can be used with a pushchair or wheelchair. E.g. Lytton Avenue and Souberie Avenue



On-road parking should be prevented where it forces pedestrians into road to check for traffic. E.g. Pixmore Way where it links to Gernon Way



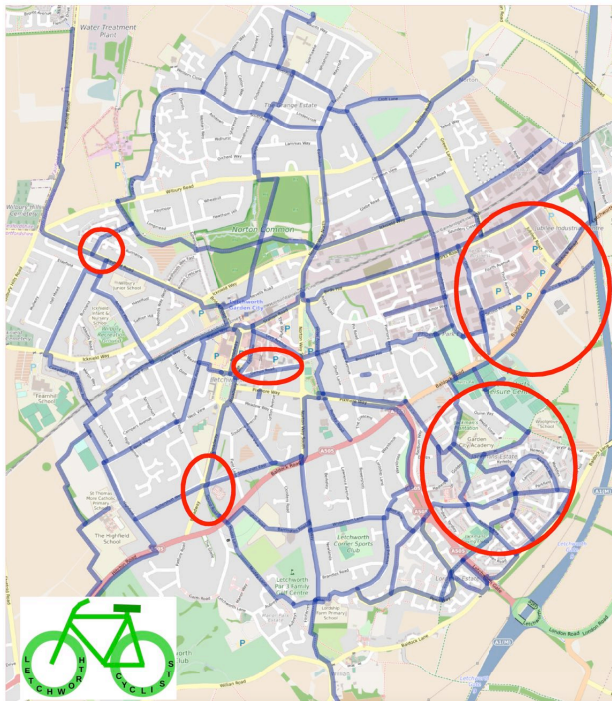
More direct Routes

Railway Line has limited crossing points

Lots of dead-ends on industrial estate

Shopping Centre / Arcade closures at night blocks off cross-town routes

Cycling



“In Hertfordshire cycling has a low mode share (1.7% for trips less than 1 mile, 4.8% for trips of 1-3 miles, 3.1% for trips of 3-5 miles).”

To encourage more people to use bicycles, it is important that there are cycle routes in Letchworth Garden City which are both safe and reasonably direct. A proposed network of cycle friendly roads and cycle lanes has been identified taking into account key destinations within and from each neighbourhood in the town.

Letchworth cyclists have identified five beneficial schemes which could be delivered in advance, yet be compatible with, a complete network.

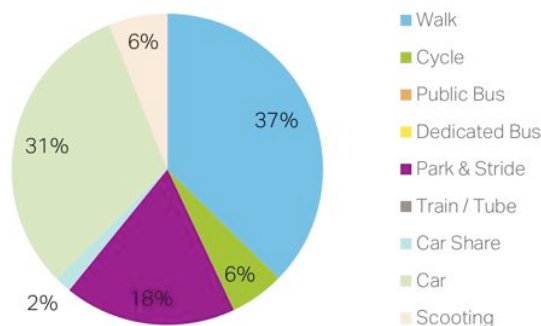
- First Garden City Roundabout
- Gernon Road
- Jackman's Cycle Paths
- Bedford Road Crossing
- Leisure Centre

School Trips



“avoidable car trips increase local highway congestion and picking up and dropping off pupils creates safety risks around schools”. North Central Hertfordshire Growth and Transport Plan

Letchworth Garden City



The percentage where the car represents at least part of the school journey is 51%.

In North Central Herts:

- Letchworth is the town with the highest percentage of children whose school travel mode is car (31%) and Hitchin is the lowest (17%).
- Baldock and Stevenage both have average walking mode shares of 50% for school trips compared to 37% in Letchworth.
- The average mode share for public bus is 11% and for rail 10% for schools in Hitchin, but negligible in other towns.
- The average mode share for cycling in Hitchin is 2%, while this varies between 6% and 8% in the other towns.
- Car sharing is not popular.

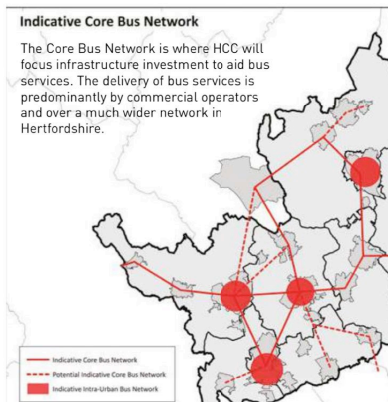
TTL/ Sustrans have scoped a project to use an innovative modular road planning kit around school entrances and on school routes to explore if different road layouts could encourage more children to switch to sustainable travel modes. We would like to work with NHDC / HCC to access funding for this project, which should deliver both local solutions and valuable learning for all of Hertfordshire.

Public Transport – Trains and Buses



Letchworth Rail Service

- Ensure Fast Services to London
- Good connections to and from Stevenage to pick up East Coast mainline
- Efficient links to new Oxford - Cambridge line
- Sufficient capacity on trains
- Appropriate fares which compete with car travel
- Ticketing for different working patterns, e.g. part time working season ticket
- Taking bikes to Cambridge / Stevenage on train



Buses

- Need fast, reliable links to Stevenage, Baldock, Hitchin and Luton Airport and from housing to station and schools.
- Pricing must be competitive with using a car.
- Possibility of booking seats may improve confidence
- Explore introduction of 'Taxishare' service

'Taxi-share' - Timetabled like a bus service, but a taxi or private hire vehicle is used. Passengers must book the day before trip and the service will only run if someone books to travel. Passengers get picked up from their nearest bus stop or in some cases from their home address.

Public Transport Interchange



"A core feature of our plan is to do more to improve conditions for sustainable modes.... It will include a more prominent consideration of their needs in all transport schemes, strategies and new developments as well as improvements to cycling infrastructure, walking environments and multi modal interchanges." LTP4



Letchworth has a small Station Car Park on south side of railway line with limited small roads crossing railway (much of existing housing and planned new housing is North of the railway line). There is extensive parking on local roads by commuters leading to congestion and safety issues.

Redesign of Railway Interchange:

- Cycling / walking bridge,
- Bus station outside the train station (moving war memorial),
- Entrance to station from either side of railway without using Nevilles Bridge
- Off-road Car Parking accessible from the North Side of town?

Letchworth Road Design Improvements



Project to tackle on-street parking:

- one way system through roads where parking has already made streets single lane (e.g. Cowslip Hill, Ridge Avenue)
- Inset parking bays on core routes or elements of cycle network
- Review Heritage Foundation planning restrictions for terraced housing
- Parking restrictions to encourage use of driveways and garages
- Support for housing associations and guidance for residents to construct 'green' driveways



Ensure major routes into town (A505, Pixmore Way, Norton Way, Bedford Road, Icknield Way, Green Lane) are free of obstructions.

