

North Herts is about to get another 10,000 homes by 2031 – probably mainly commuters to the south placing even more pressure on the two bottlenecks at Welwyn.

1 Did you know North Herts trunk road lanes are like a palm tree. 20 trunk road lanes radiate northwards out of the county while only 4 lanes of the A1M feed from the south. (4 on the A505, 2 on the A507, 6 on the A1M, 4 again on the A505 etc etc. We require 4 lanes northbound on the A1M at Welwyn and 3 lanes southbound plus hard shoulders – not a Smart update compromise. Although not in North Herts this bottleneck impacts significantly on the life of those in North Herts. This council needs to make these views firmly known to Herts County Council

2 The railway tracks to the north are 6 fold while there are only 2 from the south at the Welwyn viaduct. HS2 is unlikely to significantly relieve pressure on this bottleneck. Many moved to North Herts on the availability of a 25 minute seat into London. We must have this expectation returned.

3 A high proportion of these 10,000 new home owners will require station parking for which there is no provision in the Local Plan. A parking requirement for each station should be established and the appropriate rail authority obliged to provide it.

4 Here in Letchworth, a multistorey carpark over the top of the railway would relieve this problem as well as the towns commuter parking blight. Such a carpark could be built in the railway cutting adjacent to the station and possibly with part funding from a levy on the new housing. Building over the top of railway lines is probably the least harmful environmental option.

There may well be fewer privately owned cars in the future - with driverless taxis and buses etc - but there is likely to be more car journeys. Consequently any road or rail issue today will still be a problem in 50 years time if not resolved so please give these transport issues priority.