

LETCHWORTH SUSTAINABLE TRAVEL TOWN



OUTLINE PLAN

Development

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LETCHWORTH SUSTAINABLE TRAVEL TOWN OUTLINE PLAN

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1. BACKGROUND

- 1.1 The Sustainable Travel Town programme forms part of Hertfordshire County Council's (HCC) Local Transport Plan, and aims to increase the number of people walking, cycling and using public transport.
- 1.2 The Outline Plan is the first stage in developing the programme of schemes that will be necessary to ensure success. Their purpose is to ensure that there are suitable measures that can be delivered and is a high level of support from the key partners.
- 1.3 The Outline Plan is the gateway to entering the full Sustainable Travel Towns programme. The initial application was submitted by Letchworth Garden City Heritage Foundation with support from North Herts Council. While Hertfordshire County Council is the overall lead on the programme, the intention is that the ideas are generated and owned by the local community. This Outline Plan has been prepared in partnership with the Letchworth Garden City Heritage Foundation (LGCHF), HCC and North Herts Council
- 1.4 Once entry has been achieved, there will be full public engagement to refine the existing measures and to develop new ones, enabling the production of an Implementation Plan. The level of technological change, new government initiatives and changes in legislation that may occur during the life of this programme is likely to be considerable and it will be important that the Implementation Plan will be a living document which adapts to emerging issues, is responsive to change and provides a flexible approach to ensure future adaptation of policy actions.
- 1.5 This Plan outlines the key objectives for Letchworth Garden City as set out by LGCHF, it identifies a number of scheme proposals and measures that will need to be investigated and monitored by all partners and key stakeholders as listed in Section 3 in working towards a Sustainable Travel Town.
- 1.6 It includes a position statement from North Herts Council setting out how the Council could support the Plan having regard to a number of sustainable travel town programme criteria set by HCC in relation to parking, planning, highway and other measures (see Section 5). These criteria are set as the standards to which all Sustainable Travel Towns should aspire to, and it is recognised that some deviations from these standards may be required in specific towns because of the unique opportunities and challenges of each settlement.
- 1.7 It should be noted that the delivery of any scheme in the Sustainable Travel Town is still subject to funding being available. Opportunities for partnership working and third-party funding will be explored as part of the next stage.

2. OBJECTIVES

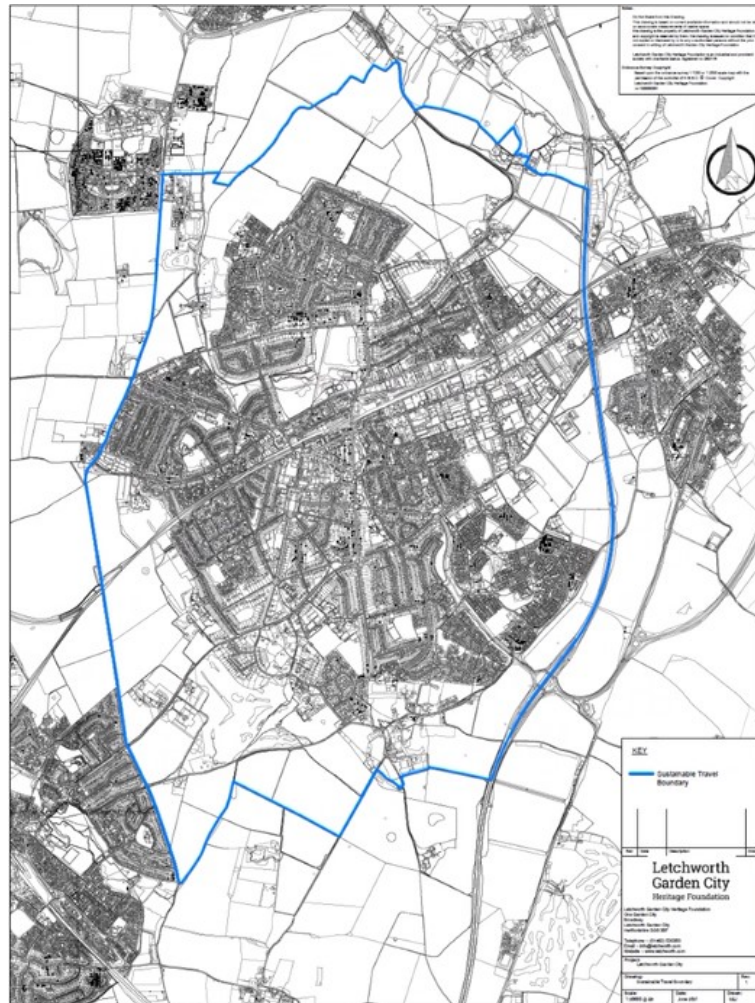
- 2.1 The following objectives are taken from Letchworth Garden City's Heritage Foundation submission to the Sustainable Travel Town programme:
- [1] Make cycling safer and more attractive incorporating the ideas set out in the Letchworth Cycling Strategy.
 - [2] Enhancements to the station forecourt to create a transport hub, incorporating buses, safe and secure cycling access and storage, pedestrian access and taxis, whilst enhancing the physical environment as an important gate way and entry point to the Garden City.
 - [3] Enhance the use of footpaths and level of pedestrian activity by identifying paths that could be improved in terms of usability, safety and attractiveness.
 - [4] Enriching the biodiversity and attractiveness of sustainable travel routes and public spaces.
 - [5] Improved access to the countryside via the Letchworth Garden City Greenway.
 - [6] Improved sustainable travel links to adjoining towns and villages.
 - [7] Encourage greater use of the Letchworth Garden City Greenway by the development and implementation of a Greenway Improvement Plan.
 - [8] Ensure that the planned expansion sites included in the North Herts Local Plan in Letchworth provide a range of non-car travel opportunities for new residents and those who live in existing nearby neighbourhoods.
 - [9] Increase the number of people cycling and walking

3. GEOGRAPHICAL AREA and KEY PARTNERS

Geographical Area

- 3.1 The area covered by the Letchworth Garden City Sustainable Travel Town is set out in Figure 1. It is the full area covered by Letchworth Garden City.

Figure 1 – Geographical Scope of Letchworth Sustainable Travel Town



- 3.2 Letchworth Garden City, commonly known as Letchworth was laid out by Raymond Unwin as a demonstration of the principles established by Ebenezer Howard creating an alternative to the industrial city by combining town and country living.
- 3.3 The principles of a sustainable travel town are similar, creating a town that is easy to travel around using walking and cycling and reducing the need for car travel.

Key Partners

3.4 The partners that have been involved in the development of the Outline Plan to date are:

- Letchworth Garden City's Heritage Foundation
- North Herts Council
- Hertfordshire County Council

3.5 The following partners will be included in the development of the Sustainable Travel Town once it has achieved entry into the full programme.

- Letchworth Business Improvement District (BID)
- Govia Thameslink Railway (GTR)
- Bus operators
- Taxi companies
- Local cycle groups
- Businesses
- North Herts CVS
- Transition Towns Letchworth

+ other groups to be identified

4. SCHEME PROPOSALS

- 4.1 A number of programmes and strategies are already in existence for the Letchworth area, some of which contain action plans and proposed lists of schemes. This Sustainable Travel Town Outline Plan has been developed by selecting appropriate schemes/interventions that will promote modal shift to more sustainable modes, from the following:
- North Central Growth & Transport Plan Consultation Document (Hertfordshire County Council 2020)
 - Letchworth Garden City Heritage Foundation Cycling Strategy (2018)
 - Hertfordshire County Council Rights of Way Improvement Plan (2017)
- 4.2 The Sustainable Travel Town Outline Plan includes a new stream of work to collect data around the current modal split and some public engagement to find out what the barriers are to walking, cycling and using public transport in Letchworth. The STT project will also require a monitoring programme to be established to determine if the objectives are being met and that the modal split for sustainable modes is increasing.
- 4.3 The Outline Plan is the first stage in developing the programme of schemes that will be necessary to enable modal shift to more sustainable modes in Letchworth. The next stage of the programme will be to refine the list of schemes in this Outline Plan and develop new ones (particularly behavioural change measures) to allow the development of an Implementation Plan, this will be achieved through local engagement.
- 4.4 The scheme table is set out in Table 1. It should be noted that a number of schemes appear in more than one of the documents listed at 4.1 above.

Table 1 - Scheme Summary Table

The schemes outlined in this table are indicative of those which will be required for the final plan. All schemes are subject to further refinement and assessment of their feasibility. The delivery of any of the schemes listed is subject to funding being available.

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
DATA COLLECTION					
Modes of transport data collection	New	-	HCC	Revenue Staff	To be delivered before any scheme is implemented.
Traffic data collection and scheme monitoring	New	-	HCC	Revenue Staff	To look at before, during and after implementation of measures
Gain further understanding of current behaviour regarding the pattern of travel	New	-	HCC/ LGCHF/ North Herts Council	Revenue Staff	To be gathered through local engagement once the Outline Plan has been agreed
BEHAVIOUR CHANGE					
Develop a package of measures to allow the removal of free parking	New	[1],[3]	North Herts Council /LGCHF/HCC	Revenue Staff	Package of alternative measures to be investigated, developed and monitored over a period of between two to five years after the Covid-19 recovery period in consultation with the BID and other stakeholders and dependent upon other transport schemes identified and implemented within the plan.

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
Behaviour change programme [to be developed – but potentially to include actions listed below]	New	[1], [3],[7], [8].	HCC/ North Herts Council / LGCHF	Revenue Staff Volunteers	Early delivery within the programme
Launch events (pre-opening, opening and post-opening) for new sustainable transport infrastructure.	New	[9]	Project implementation team	To be determined	This needs to co-ordinated with the Behaviour change programme, (see above).
School travel plans for all schools	New	[1],[9]	HCC	Existing resources are available	
Business travel plans for all organisations over 50 employees.	New	[1],[9]	HCC	Existing resources are available	
Sustainable transport surgeries.	New	[9]	To be determined	Potentially Local Partner groups eg TTL and LALG And Local Housing Associations (Clarion, Settle and FGCH)	
Sustainable transport information packs for all new homes.	New	[8],[9]	HCC/ North Herts Council / LGCHF	Planning requirement	As new housing developments come forward.

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
Interactive sustainable transport information pages on local authority websites	New	[9]	HCC/ North Herts Council	Existing resources are available	
Review of directional material provided by key local organisations.	New	[9]	HCC/ North Herts Council / LGCHF	Staff	
Adult cycle training programme	LGCHF Cycle Strategy NCGTP	[1],[2]	HCC	Existing cycle training programmes are available	This needs to co-ordinated with the Behaviour change programme, (see above).
Develop a programme of community cycle events	LGCHF Cycle Strategy	[1],[7]	HCC/North Herts Council /LGCHF/local cycling groups, (the latter to be identified).	Revenue Staff Volunteers (Letchworth Cyclists), local businesses (eg Trisports) Local Housing Associations (Clarion, Settle and FGCH)	
Driver behaviour cycle awareness campaign	LGCHF Cycling strategy	[1],[6]	HCC		
Development of cycle to school strategy	LGCHF Cycling strategy	[1]	HCC		

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
Mitigating path user conflict on the Greenway	LGCHF Cycling strategy	[1],[3],[7]	LGCHF	Capital	
ACTIVE TRAVEL INFRASTRUCTURE					
WALKING					
Letchworth/Baldock Greenway – surface and vegetation improvements	HCC -ROW	[3],[4],[7]	HCC/LGCHF	Capital Possibility of grant funding as part of the LGCHF ongoing partnership with Natural England	
Norton Common – Lighting	HCC - ROW	[1],[3],	HCC/North Herts Council	Capital	Develop, specify & cost
PR71 A505 Pedestrian Crossing	Package 11 North Central Herts GTP	[3]	HCC	Capital	
CYCLING					
Schemes identified in the North Central Hertfordshire Growth and Transport Plan (Packages below)	North Central Herts GTPLGCHF Cycling Strategy HCC/NHDC	[1], [2], [6], [7], [8].	HCC	Capital	

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
SM82 Stevenage to Letchworth Cycle Route	Package 6 North Central Herts GTP LGCHF Cycling Strategy HCC/NHDC	[1]	HCC	Capital	
SM85 Reconfigure B197/A505 junction Upgrade NCR 12	Package 6 North Central Herts GTP	[1]	HCC	Capital	
PR105 B197 London Road Cycle enhancements	Package 6 North Central Herts GTP	[1]	HCC	Capital	
PR63 Cycle network signage	Package 11 North Central Herts GTP	[1]	HCC/North Herts Council	Capital	
PR65 Letchworth town centre cycle parking	Package 11 North Central Herts GTP	[1]	HCC/North Herts Council	North Herts Council LGCHF BID	

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Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
SM62 Baldock to Letchworth Cycle Route	Package 11 North Central Herts GTP LGCHF Cycling Strategy HCC/NHDC	[1],[6]	HCC	Capital	
PR68 Letchworth rail station cycle parking	Package 12 North Central Herts GTP	[2]		Capital	
SM67 Connections for site LG1- land north of Letchworth	Package 12 North Central Herts GTP	[2],[8]		Capital	
SM69 North Letchworth cycling connections	Package 12 North Central Herts GTP LGC Cycle Network Plan (2017) HCC/North Herts Council	[1]		Capital	

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
Package 14: SM95 Cycle Routes to Henlow Camp and Stotfold	Package 14 North Central Herts GTP HCC/North Herts Council Central Beds. Council	[1],[6]		Capital	Discussion with Central Beds. Council probably required at some point on this scheme as it's cross- boundary.
Shared Pedestrian Cycle Lane	LGC Cycle Network Plan (2017)	[1]		Capital	
Cycle parking New and Additional cycle parking	GTP / North Central Herts LGCHF Cycling strategy HCC/North Herts Council	[6], [7], [8]		Capital	Locations to be defined in Local Cycling & Walking Improvement Plan LCWIP development (to be completed December 2021)
Development of secondary north-south cycle corridor from Jackmans Estate in the south to Grange estate in the north via Dunham's Lane	LGCHF Cycling strategy HCC/North Herts Council	[1],[6]		Capital	

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
East-west cycle corridor improvements	LGCHF Cycling strategy	[1],[6]		Capital	
Re-route Greenway away from Wilbury Road mini-roundabouts	LGCHF Cycling strategy	[7]		Capital	
Surfacing and access improvements to Greenway	LGCHF Cycling strategy	[5],[7]	LGCHF	Capital	
Green link from Standalone Farm to Norton Common	LGCHF Cycling strategy	[4]	HCC/NHDC/LGCHF	Capital	
Improve NCN12 link to Stevenage	LGCHF Cycling strategy HCC/North Herts Council	[6]		Capital	
Create cycling link from Letchworth Gate to town centre	LGCHF Cycling strategy	[1]		Capital	
Improvements to cycling network in and north of Grange Estate	LGCHF Cycling strategy HCC/North Herts Council	[1],[8]		Capital	

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
Improve wayfinding for cyclists	LGCHF Cycling strategy	[1]		Capital	
Cycle track priority over junction mouths	LGCHF Cycling strategy	[1]		Capital	
Tightening junction turning radii	LGCHF Cycling strategy	[1]		Capital	
Designating more footway as shared use	LGCHF Cycling strategy	[1],[3]		Capital	
Creation of leisure cycle hub	LGCHF Cycling strategy	[1]		Capital	
Town centre access improvements for cyclists	LGCHF Cycling strategy	[1]		Capital	
Broadway improvements for cyclists	LGCHF Cycling strategy	[1]		Capital	
Improving cyclists' access to North Herts Leisure Centre	LGCHF Cycling strategy	[1]		Capital	
TRAIN IMPROVEMENTS					
Redesign station forecourt		[2]	HCC		

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
PR76 Sustainable access to Hitchin, Letchworth and Stevenage from eastern A507 corridor	Package 12 North Central Herts GTP/	[6],[8]	HCC, GTR		
BUS IMPROVEMENTS					
SM66 Bus Access to development – Letchworth North	Package 12 North Central Herts GTP	[8]		Capital	
Bus related schemes/improvements in light of the publication of the National Bus Strategy for England	Bus Service Improvement Plan North Central Herts GTP HCC/North Herts Council	[2],[8]	HCC		
National Express Coach Service – consideration given to opportunities to raise the profile of the service which operates 24/7	New	[6]			
Promote existing Letchworth Plus Bus scheme better.	New	[2]	HCC		

Letchworth STT – Outline Plan

Scheme / Programme	Source	Objective Delivered	Lead	Resources Required	Timescales / Dependencies
OTHER MEASURES					
EV charging in council car parks	New		North Herts Council	External funding / Partnership arrangement	North Herts Council is undertaking a feasibility study of all car parks across the district which it owns / manages to identify where EV charging would be viable and to consider potential partnership arrangements for EV charging. Anticipated completion in March 2023

5. STATEMENT OF DISTRICT COUNCIL SUPPORT

5.1 The Council will support the application by LGCHF for a Sustainable Travel Town as set out in the objectives in Section 2 and the subsequent requirements of HCC as part of the STT programme (as set out in Appendix A), in the following ways:

5.2 Parking measures

5.2.1 North Herts Council through its adopted Parking Strategy is supportive of the principle of working towards the removal of free parking in its town centres to encourage modal shift towards more active and sustainable travel through walking, cycling and public transport. Similarly, the Council will work towards achieving no net gain in parking spaces, both for on-street in the town centre and in off-street facilities where it is within the Council's power to do so. This will be dependent on the type, mix, location and use of the facility and the suitability, availability of and opportunities for public transport, alongside measures to promote accessibility for pedestrians and cyclists.

5.2.2 The removal of free parking would be a phased approach working closely with LGCHF, the Letchworth BID, Hertfordshire County Council, bus and rail operators. This will include the implementation of policies concerning town centre parking in the *NHDC Car Parking Strategy 2019-2031*¹. It is acknowledged that there will be a number of challenges that will need to be addressed, and careful management will be required to ensure that new parking provision and controls in the town centre are aligned with the Council's economic, social, planning and transport priorities.

5.2.3 With the impact of Covid-19 and the subsequent challenges this has placed on all town centres across the District, including Letchworth, the town centres need time to recover and as far as possible to allow what will be the new normal way of life to establish itself. The Council is currently working with the Local BIDs through the Welcome Back Fund in preparing Town Centre Recovery Plans which in turn will provide the evidence base for the review of its Town Centre Strategies as identified in '*Policy SP4 – Town Centres, Local Centres and Community Shops, criteria 'e'*' of the Emerging Local Plan². Consideration of parking measures and more sustainable modes of travel would form part of the review.

¹ NHDC Parking Strategy and Operational Guidelines, <https://www.north-herts.gov.uk/home/parking/parking-strategy>

² NHDC Emerging Local Plan 2011-2031 See Illustrative version containing further proposed Main modifications. <https://www.north-herts.gov.uk/planning/planning-policy/local-plan/local-plan-examination/further-main-modifications-2021>

5.2.4 It is therefore important that this phased approach is carefully balanced against the recovery of the town centre together with the introduction of other more cost effective and efficient sustainable travel measures to ensure that high quality and safe alternatives are available prior to the removal of free parking. It would also be important to ensure that disabled badge users would still be able to access free short-term parking as is presently the case and servicing needs for local businesses are met.

5.3 Planning

5.3.1 The Council's current Parking Standards as set out in the Emerging Local Plan '*Policy T2 – Parking*' seeks to influence car use through application and assessment of parking standards and promoting the use of alternative modes of transport and travel planning, particularly in relation to development within the town centres and in close proximity to railway stations. The Council when assessing planning applications needs to carefully balance the reduction in car parking standards against '*Policy SP6 - Sustainable Transport*' of the Emerging Local Plan and the principles of paragraph 105 of the NPPF³. Each application would have to be judged on its merits working together with the developer, HCC as the Transport and Highway authority and other public transport providers in terms of agreeing the measure to be put in place at the start of the development and demonstrating how the development would link into other more sustainable modes of transport to key destinations.

5.3.2 The Council is however, looking to provide further guidance on its parking standards and sustainable transport initiatives through the production of a Sustainable Development SPD within the next twelve months. The Council is also committed to an early whole plan review of the Emerging Local Plan (*Policy IMR2 - Local Plan Early Review*) following its adoption to commence by the end of 2023. This will include reviewing the policies relating to sustainable transport and parking matters.

5.3.3 On 16th March 2021 the Council adopted a revised *NHDC Climate Change Strategy*⁴, following the Council declaration of a Climate Emergency in 2019. The objectives for the strategy have been defined to:

- Achieve carbon neutrality for the Council's own operations by 2030
- Ensure all operations and services are resilient to the impacts of climate change.
- Achieve a net zero carbon district by 2040.

³ NPPF - National Planning Policy Framework 2021 – Section 9 on promoting sustainable transport.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁴ Climate Change Strategy and Action Plan (2021) <https://www.north-herts.gov.uk/home/council-data-and-performance/policies/climate-change>

- Become a district that is resilient to unavoidable impacts of climate change.

5.3.4 The North Herts Council Climate Change Strategy will act as the lead strategy from which other relevant policies / strategies will follow. This will include the Sustainable Development SPD which will seek to support policies in the Emerging Local Plan that encourage the use of sustainable forms of transport, including electric vehicles and other cleaner air initiatives, designed to support the Climate Change Strategy.

5.3.5 The promotion of sustainable transport and the use of local facilities are two of the key design concepts in *Policy SP6 and SP9* of the Emerging Local Plan. The Local Plan is supported by the *NHDC Transport Strategy*⁵ which seeks to apply *LTP4's Policy 1: Transport User Hierarchy* to future development to ensure that new development has sustainable transport built in with links to the town centres and other key destinations.

5.3.6 *Policy SP6: Sustainable Transport* seeks to:

- “..b. Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c. Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*
- d. at the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- g. Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.”*

5.3.7 *Policy SP9 Design and Sustainability* considers good design and requires the production of Masterplans for Strategic sites and significant developments to:

- “b.ii. Create integrated, accessible and sustainable transport systems with walking, cycling and public transport designed to be the most attractive forms of transport and effectively linking into the surrounding areas;*

⁵ NHDC Transport Strategy (2017) Section 5 Aims & Objectives. <https://www.north-herts.gov.uk/files/ed14-nhdc-transport-strategy-october-2017pdf-0>

b. iii. Provide a clear structure and hierarchy of pedestrian friendly streets and well-connected footpaths and cycleways integrate with the wider built and natural environment and communities; and

b. iv. Plan for integrated and mixed-use communities with walkable locally accessible community, employment and retail facilities;”

5.3.8 However these will need to be balanced against other forms of infrastructure requirements and developer contributions. In using these policies in combination, and working together with HCC, developers and other service providers the Council ensures that:

- new proposals will provide high quality walking and cycling routes to existing facilities;
- New developments are required to link to the existing sustainable transport network; and
- be located in close proximity to existing services and/or provide new services on-site if necessary.

5.3.9 The Council is currently working with HCC and other key Stakeholders including the LGCHF in preparing a Local Cycling and Walking Infrastructure Plan (LCWIP) for North Hertfordshire. The LCWIP will identify a number of interventions that are required to complete and improve the cycling and walking network in Letchworth. The LCWIP will take into consideration other documents listed as para 4.1 above.

5.3.10 The Council working with the HCC Intalink Partnership is fully committed to ensuring that new housing and employment development sites are comprehensively served by sustainable transport options including bus services as outlined in Policy SP6 of the Emerging Local Plan, this is further supported by NHDC’s Transport Strategy.

5.3.11 The Council currently recognises that the limited bus services in Letchworth act as one of the biggest challenges for encouraging modal shift to sustainable transport. This in turn directly impacts on the provision of parking, as limiting parking without suitable public transport alternatives will likely lead to anti-social parking and associated issues. The main bus services operates every 30 mins between Letchworth & Hitchin and Letchworth & Stevenage Mon – Sat daytime, with limited services in the evenings, on Sundays and Bank Holidays.

5.3.12 The Council considers that there would be merit in discussing with the Integrated Transport Unit at HCC and their counterparts at Central Bedfordshire Council in the process of producing BSIP (Bus Service Improvement Plans) opportunities to consider improvements to cross boundary bus services that either:

- Identified schemes or improvements that include Letchworth either as a destination or en route.
- Would consider schemes and improvements that include Letchworth.

Park and Ride

5.3.13 It is the Council's view that such a scheme would not be suitable for a town the size of Letchworth, the preference would be for the utilisation and enhancement of existing bus services, as well as the introduction of new bus services as part of the wider local bus network, that can be promoted for both inter-urban and local journeys adopting a link and ride approach instead⁶.

5.4 Highway measures

Reallocation of Road Space

5.4.1 The Council fully supports the re-allocation of road space to introduce measures such as bus and cycle lanes where appropriate. Working with HCC Highways, we support the policy commitments contained in the recently published national cycling and walking strategy 'Gear Change: a bold vision for cycling and walking' (2020)⁷ and national bus strategy 'Bus Back Better: National Bus Strategy for England' (2021)⁸ by the DfT. The Council notes that both strategies outline an expectation that local authorities will champion schemes to promote sustainable transport that require the re-allocation of road space for dedicated cycle ways and bus lanes.

5.4.2 Whilst there are some locations and stretches of road that offer the opportunity for the consideration of re-allocation of road space, the Council is aware that due to the historic character of Letchworth not all roads may be suitable.

5.4.3 Similarly, where appropriate the Council is fully committed to supporting trials of road closures to cars in consultation with local councillors, LGCHF, Letchworth BID, local businesses and residents.

⁶ University of the West of England - Implications of new transport technologies for traditional public transport operations (2018):

http://travelwatchsouthwest.org/wpcontent/uploads/2018/10/Parkhurst_TWSW_061018.pdf

⁷ Gear Change: a bold vision for cycling and walking (2020):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁸ Bus Back Better: National Bus Strategy for England (2021):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf

Bus Priority Measures

- 5.4.4 The Council is willing to support the installation of bus priority measures to make bus services more attractive and convenient for both existing passengers and to encourage patronage growth, by enabling faster and more direct services. Further the Council welcomes the opportunity provided by the recently published national bus strategy and requirement for local transport authorities to produce a Bus Service Improvement Plan, with the requirement to deliver appropriate bus priority measures in Letchworth. In addition, as referred to above the Council would anticipate and welcome HCC working with neighbouring local authorities, to explore opportunities where appropriate.
- 5.4.5 The Council's commitment to the implementation of bus priority measures was further demonstrated when it successfully submitted an application for Hitchin in 2019 to be selected as a location for a feasibility study to be undertaken by the Intalink Enhanced Partnership for one of the three annual studies that they are committed to delivering as part of the Enhanced Partnership agreement.

Cycling Measures

- 5.4.6 The Council is currently in the process of producing an LCWIP for the District in partnership with HCC Highways. Initially focusing on the five main towns in the District including Letchworth, following DfT guidance, when completed the LCWIP will identify and prioritise cycling and walking routes for funding and delivery. Those documents listed at para 4.1 will be taken into consideration in preparing the LCWIP.
- 5.4.7 Anticipated measures in the LCWIP include identifying locations for the:
- delivery of new cycle and walking routes with accompanying infrastructure.
 - junction and crossing improvements that will prioritise cycling and walking.
 - deliver improved wayfinding infrastructure of a similar style and quality as outlined in the national cycling and walking strategy.

5.5 Other measures

Funding

- 5.5.1 As one means of demonstrating the Council's support for the Sustainable Travel Town applications, North Herts Council is willing to allocate the S106 funds for sustainable transport measures for Letchworth that the Council currently holds to deliver such schemes. These contributions would be in accordance with the regulations of being fairly related to the development in scale and kind.

5.5.2 The Council will commit to support partners bids for other funding streams and opportunities that periodically are open to local authorities to support measures contained in the Sustainable Travel Town programme. Where appropriate the Council will bid directly for other funding streams.

Seating

5.5.3 The Council will work with HCC and the LGCHF in providing additional seating in town centre locations and on key routes subject to availability of suitable locations and funding availability.

Promotion

5.5.4 The Council is happy to make available and use our corporate communications team and resources and work with its partners in order to help support the broader aims of the Sustainable Travel Town programme as well as individual initiatives and events.

5.5.5 This includes:

- 'Outlook' magazine (both paper and digital formats) that is sent to residents three times per year containing information about Council services and events.
- 'NH Now' (digital only) that is produced two times per year exploring all the great things North Hertfordshire has to offer.
- Council run social media channels.
- Regularly updated website.
-

New Technology

5.5.6 Equally the Council is willing to support the use of new technology where possible to encourage the aims and objectives of the Sustainable Travel Town programme.

Cleaning

5.5.7 The Council's Waste and Street Cleaning Contract provides a range of front-line services related to the cleaning of footpaths, and the public realm within town centres. The standard provided is on a 'needs' basis depending on the type of cleansing regime required. The town centres are classified as Enhanced Cleaning Zones where a continuous cleaning presence is provided seven days a week which includes a schedule to clean/tidy footways and removal of litter.

5.5.8 The Council has an online reporting tool which allows residents to report any issues relating to streets or areas that require cleansing.

5.5.9 The Council only has limited resources and any additional street cleaning of the public realm within town centres would need to be funded by a third party such as the LGCHF or the BID, however it is the Council's view that under the current contract this is not required. For other parts of the town, the Council has recently launched a campaign to support and work with volunteers to adopt an area to make a real community effort to reduce litter. Such initiatives will continue to be promoted.

Appendix A

HCC Sustainable travel town programme criteria

The criteria listed below have been set by the county council for the programme as a whole, and represents the standards to which all Sustainable Travel Towns should aspire. The criteria are focussed on the areas in which the district / borough council is either the lead or has the ability to support. It is recognised that some deviations from these standards may be required in specific towns because of the unique opportunities and challenges of each settlement, and this will be reflected in the statement from the district / borough council.

Parking measures

- *Working towards the removal of free parking in town centres.*
- *To ensure that there is no net gain in parking spaces both on-street and in off-street facilities.*

Planning

- *To reduce parking standards for new developments, wherever this can be achieved due to location and availability of other modes of transport.*
- *To ensure that new housing and employment developments have high quality walking and cycling routes to existing facilities such as shops and health centres.*
- *To ensure that new housing and employment developments make full provision to accommodate bus services.*
- *To enable the delivery of park and ride facilities where appropriate.*

Highway measures

- *Support the re-allocation of road space away from the private car to enable measures such as bus lanes, cycle lanes, HOV lanes and wider footways to be delivered.*
- *Support trials of road closures (part-time or full-time) and the subsequent permanent implementation where trials are successful.*
- *Support the implementation of bus priority measures such as bus lanes and priority at traffic lights.*

- *Support the delivery of new cycle routes and other cycling infrastructure, including in town centres.*
- *Support the adjustment of signal-controlled crossings to give greater time to pedestrians and cyclists.*
- *To provide or enable high quality signing and other wayfinding infrastructure, including trials of electronic wayfinding tools.*

Other measures

- *To commit to the use of Section 106 (S106) and CIL receipts to help deliver the sustainable travel town measures.*
- *To bid for other funding streams open to districts / boroughs which could be used to fund sustainable travel town measures.*
- *To provide or enable additional seating in town centre locations and on key routes to trip attractors.*
- *To use district / borough resources (e.g. websites and publications) to support the promotion of active travel campaigns.*
- *To support the use of new technology to influence travel behaviours (for the positive encouragement of sustainable transport and/or the discouragement of single-occupancy car travel).*
- *To give a high priority to the cleaning of footways and the public realm*

