

Annex 2.1h Letchworth Garden City Transport Evidence:

Extract from the emerging North Central Growth Transport Plan: Hertfordshire county council Evidence Pack for Letchworth & Baldock Area: 2017

Public Transport

Fig 4.3.2 Letchworth Garden City Bus Lines - This map shows the bus route network as of Summer 2017, across the study area, with connections centrally across Letchworth and Baldock town centres.

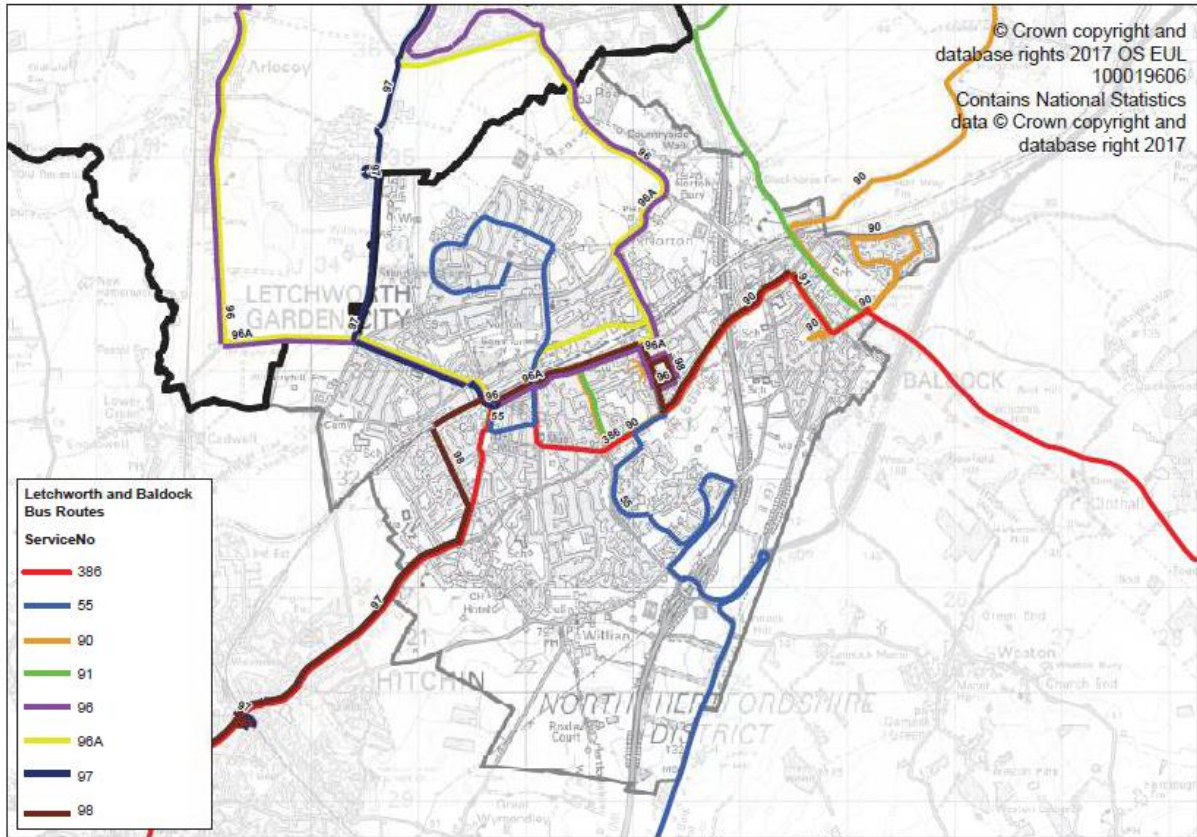
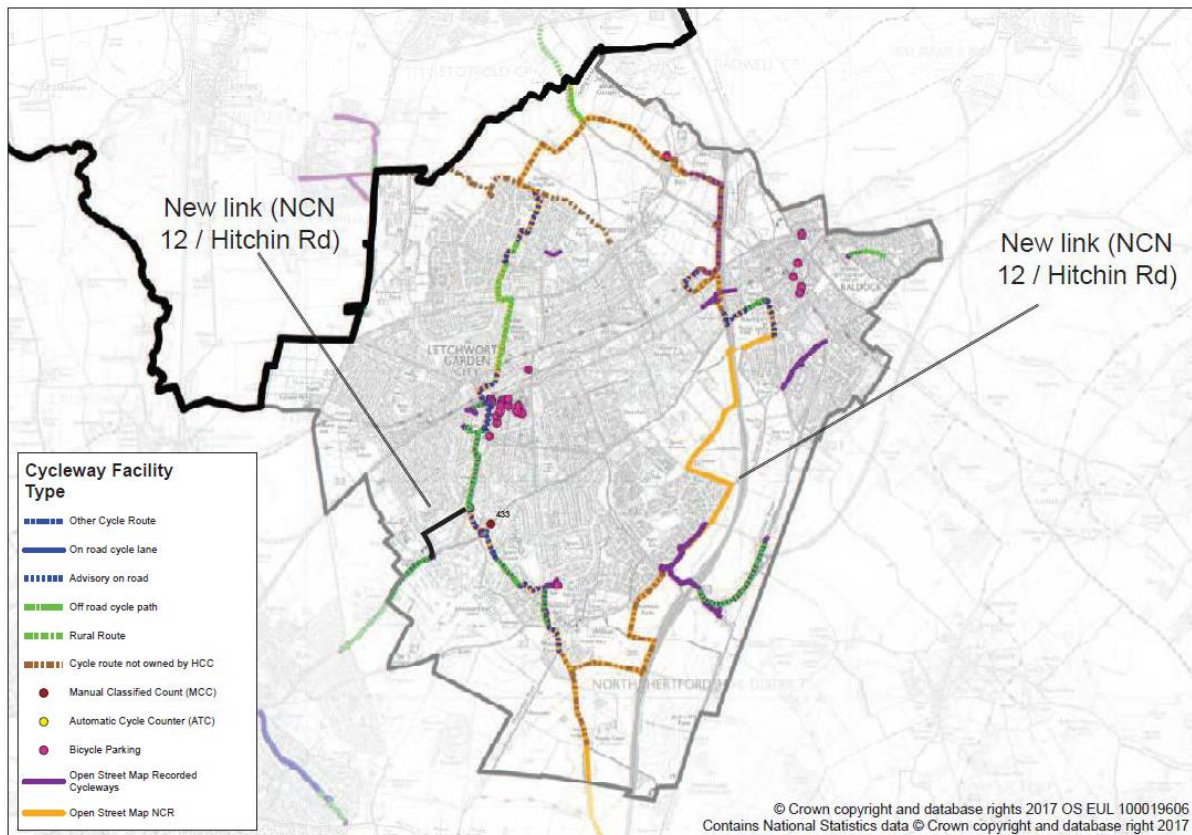


Fig 4.4 Letchworth Garden City Cycleways and Cycle Facilities- This map shows the existing cycle infrastructure in the study area.

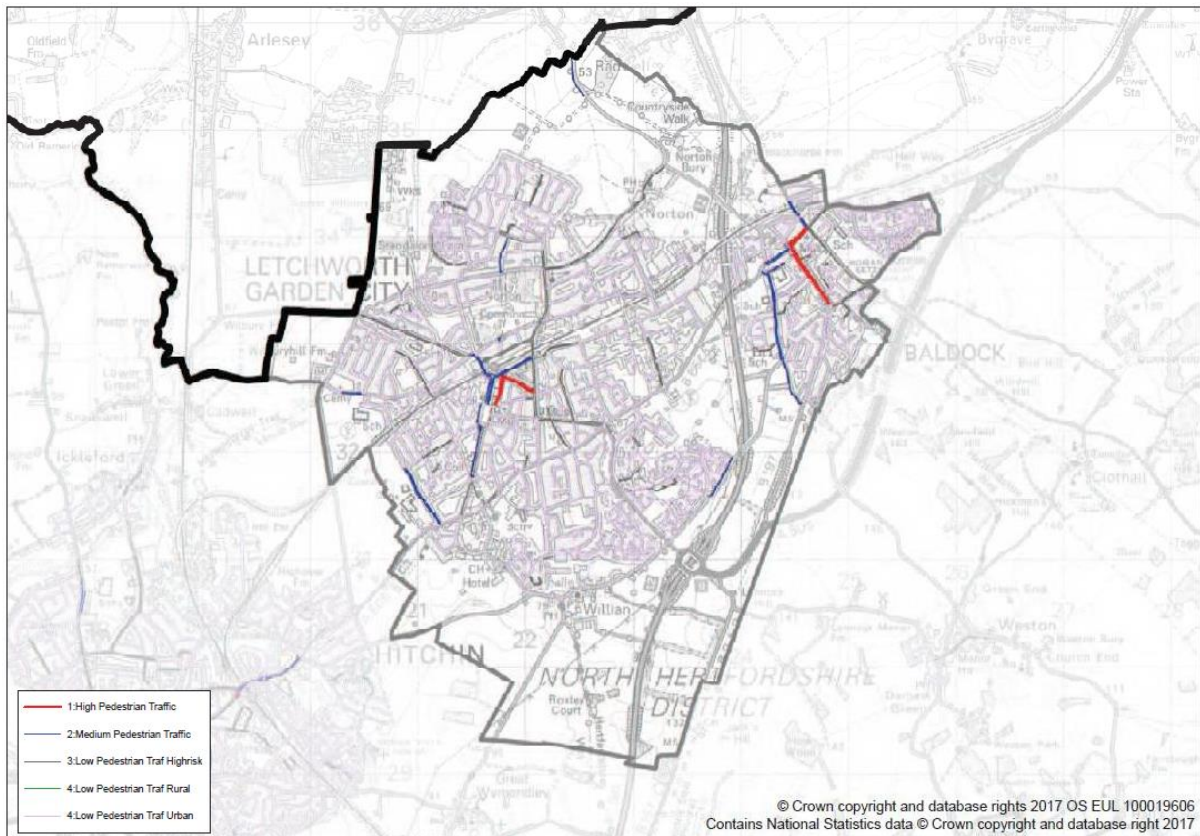
There are north south NCN (National Cycle Network) routes through the centre of Letchworth and Baldock. However there is no direct link between the two towns of Letchworth and Baldock. Furthermore there are very few cycle routes within the study towns, and poor connections to residential areas.



Source: [HCC Cycleway network](#)

Fig 4.6 Letchworth Garden City Footpath and Pedestrian Traffic - This map shows the footway hierarchy (by usage) in the study area. The highest usage routes are around the Garden Square shopping centre (Leys Avenue and Eastcheap) in Letchworth and around the High street area in Baldock.

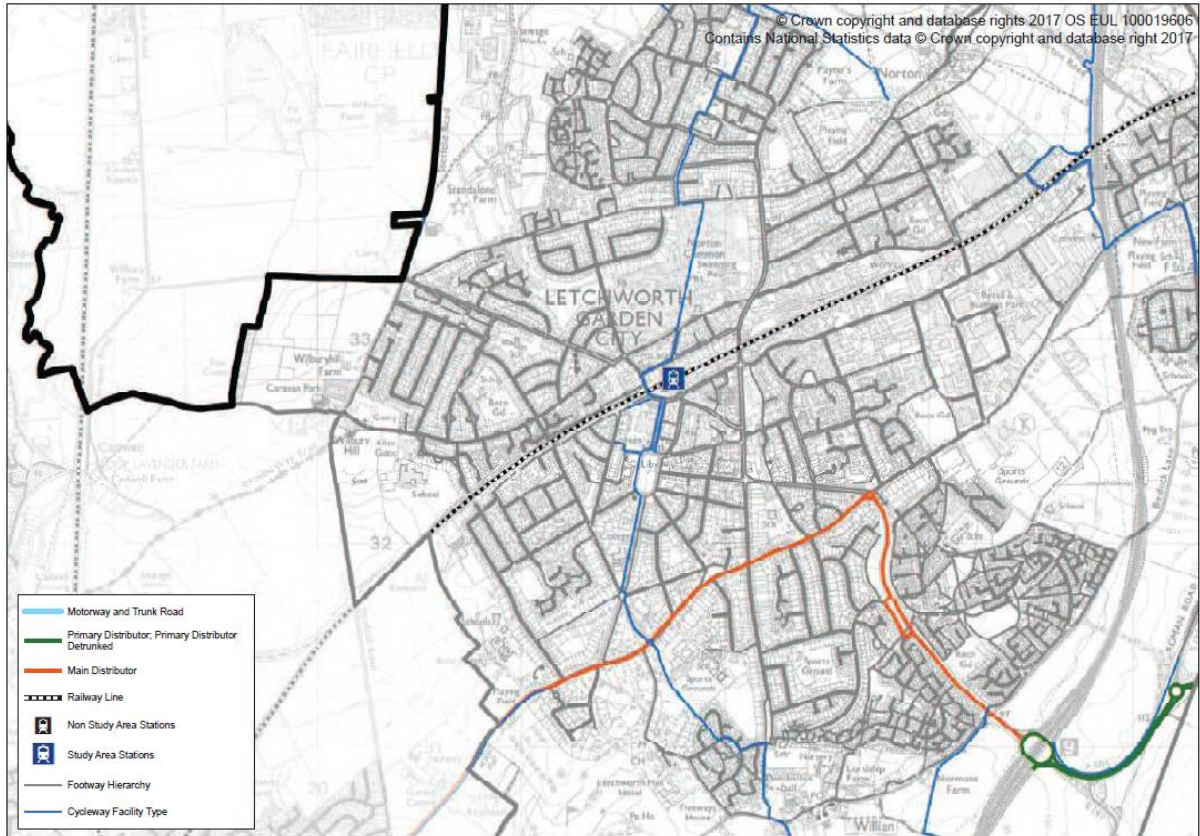
There is also medium pedestrian traffic along Weston way in Baldock (where there are a number of schools) and by the station and along Broadway and near the station in Letchworth.



Source: CONFIRM database as part of HCCs Transport Asset Management Plan (TAMP)

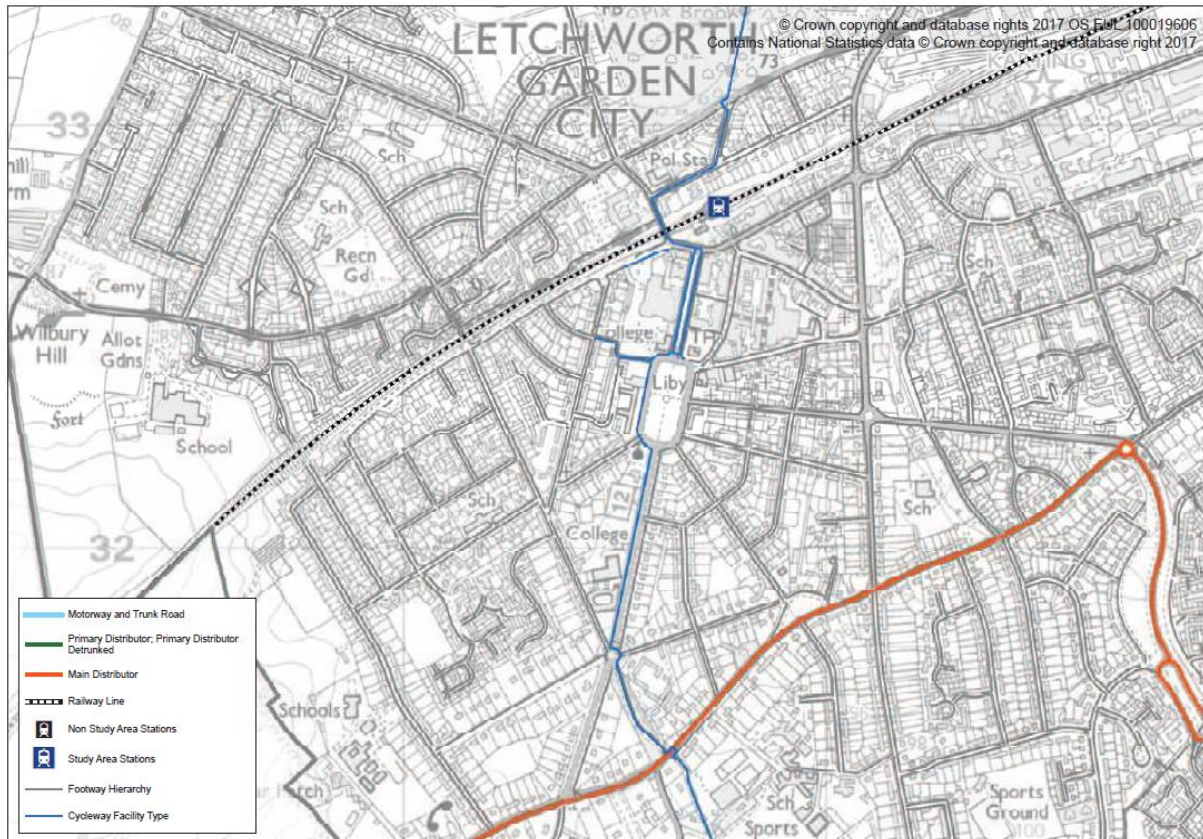
Fig 4.7.1 Study Area Letchworth - The Route User network indicates the relationship between the key highway network, cycle and rail network in Letchworth

This shows that the A505 provides key access to the town from the A1(m) and that the station is well connected by cycle routes from the north and south.



Source: [HCC Cycleway network / OS Meridian](#)

Fig 4.7.2 Study Area Town Centre (Letchworth Garden City) - This is an insert of the town centre in Letchworth and station area and indicates that although the station is well connected by road and cycle facilities, there are a lack of east west facilities connecting to the town centre area.



Source: [HCC Cycleway network / OS Meridian](#)

Letchworth Transport Network Analysis

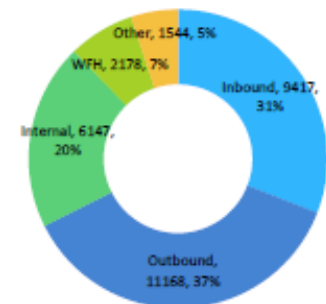
5.1 Total Travel Patterns

Through analysis of the Census Journey to Work data, four trip types were identified consisting of Internal, In-Commuting, Out-Commuting and Through Trips. These four trips types have independent yet conflicting Interactions and play a fundamental role in understanding issues and their causes within the study area. Due to the importance of this methodology this split trip type analysis will form a consistent and recurrent theme across all Growth and Transport Plans.

5.1.1 Total Commuting Patterns - Split by Trip Type

It is important to understand the interaction between the varying trips types to help highlight the significant role each movement plays, particularly in regard to network conflicts. This chapter looks at these travel movements within the study area.

The corresponding chart shows the total number of trips, split by type, within the study area. Whilst this has been split into five categories, it should also be noted that at this stage the analysis does not include through trips as these will be assessed independently. Therefore the numbers do not represent the total number of movements within an area.



Source: ONS Census 2011 - Method of Travel to Work WLE030V

Based on this analysis, more trips exited the study area (37%), compared to those entering the study area (31%). Furthermore 20% lived and worked within study area (Internal trips) and 7% worked from home (see section 4.2 of the 2016 TIDR). However the study area analysis includes non residents in-commuting, therefore the proportion of working from home will be underestimated.

The chart does underline the important interaction that Internal trips play (20%) and the significance in applying different, targeted strategies according to trip type, along with the potential important role that sustainable transport measures could play in accordance to internal trips.

In the case of Letchworth and Baldock there is net out commute but also a relatively large proportion of internal trips within the study area.

5.1.2 Trips From / To Study Area by Mode

This figure shows inbound and outbound commuting trips by local authority / town and by mode with an origin or destination in the study area. Each icon represents approximately 200 trips. Towns or specific areas with large numbers of trips are also shown separately denoted by the house symbol (NB these are also included in the local authority figures).

Most of the commuting into the study area is from Central Bedfordshire followed by other areas in North Herts and these areas represent over 50% of the total inbound trips.

Most out commuting from the study area is to North Herts (with trips to Hitchin making up a large proportion of these trips), Stevenage and Inner London. This local and London influence is mainly supported by the Hertfordshire County Travel Survey HCTS district profile with; North Herts (31%), London (24%) and the adjacent counties (21%) making up the most popular destinations.



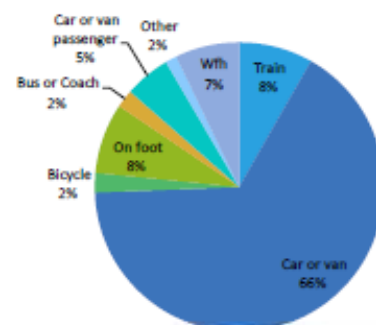
Source: ONS Census 2011 - Method of Travel to Work WLE030V

5.1.3 Overall Mode Share

Looking at Journey to Work data in more detail, it is possible to split by mode type. This figure shows the mode split (based on the census definition of longest journey by distance) for all transport types within the study area.

This analysis shows the dominance of car driver trips (86%), with the next most significant mode being on foot (8%), followed by train (8%) then car passenger (5%), bus use is (2%).

Overall sustainable travel (bus, walk, train and bike) accounts for around 20% of the total mode share (excluding WFH and car passengers). The dominance of car driver trips (86%) in the study area compared against it's district North Herts (50%), Hertfordshire (57%) and England (54%) further stresses the challenges in addressing the issues this will cause



Source: ONS Census 2011 - Method of Travel to Work WLE030V

(Figure 8.3.12 of the 2016 TIDR).