

Annex 3.1b Transport Strategy - Proposed Interventions

The NHDC Transport Strategy and the emerging North Central Growth Transport Plan (GTP) make reference to a number of strategy elements and interventions that seek to encourage modal shift thereby encouraging the people of Letchworth GC to live safe, healthy and fulfilling lives. For Letchworth the Transport Strategy makes reference to the following strategy elements¹:

- improving walking and cycling with a focus on the town centre and station;
- working with bus operators and HCC in improving bus interchange facilities in the town centre , with better coverage of town services and bus priority measures at pinch points; and
- appointing a sustainable travel planner to work with HCC, NHS, schools, bus and rail operators to focus on health and promote behavioural change.

(See Fig 5.5 and Table 5-3 Attached from the NHDC Transport Strategy)

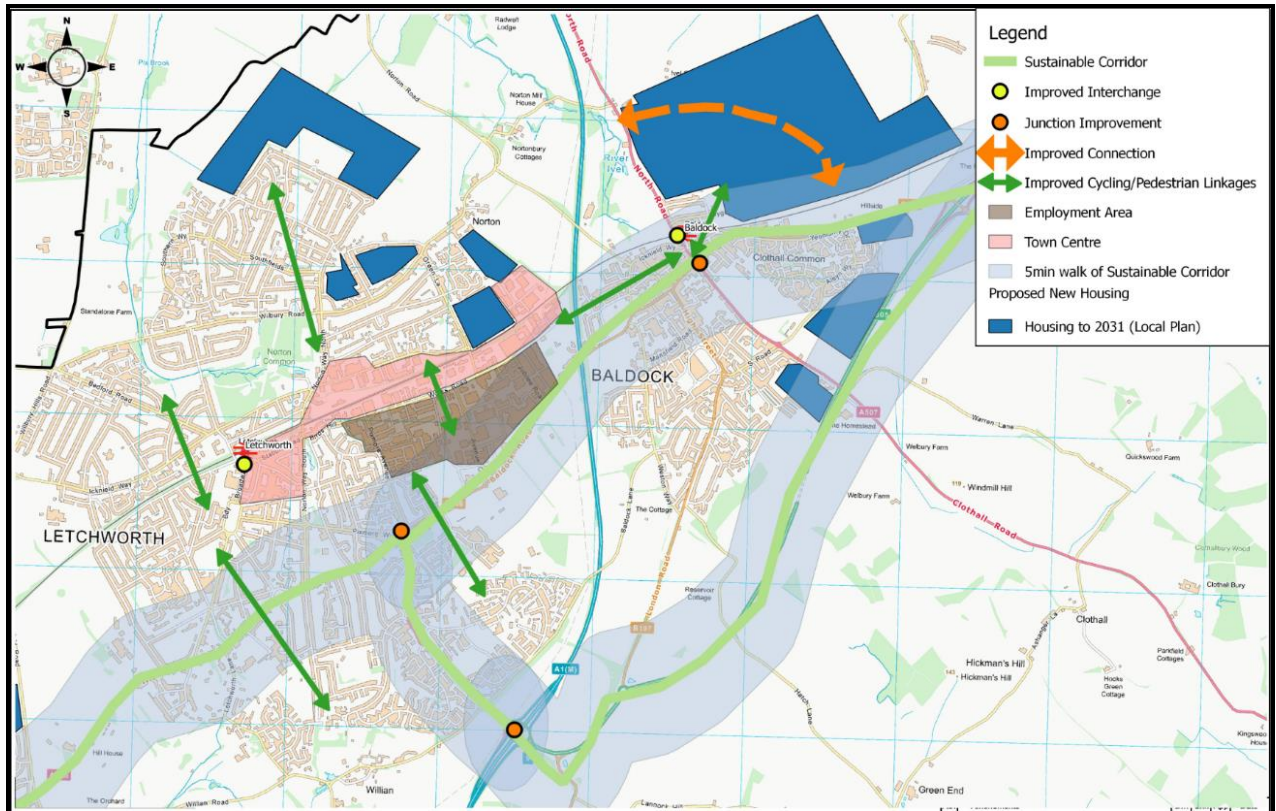
The emerging GTP includes a number of packages that will seek to improve sustainable connections within Letchworth by:

- supporting more frequent bus connections and cycling routes between the town centre and other parts of the town; as well as
- seeking to support, maintain and increase bus services between Letchworth, Stevenage, Hitchin and Baldock thereby serving the wider catchment area who would travel into the town centre to use the other facilities offered by the Health hub plus the other town centre facilities, which in turn would support the economic vibrancy of the town centre.

The delivery of these interventions would be dependent on partnership working with Hertfordshire County Council and seeking third party funding where possible.

¹ North Hertfordshire Transport Strategy can be viewed on the NHD website as Ref ED14 <https://www.north-herts.gov.uk/planning/planning-policy/local-plan/local-plan-examination/examination-documents>

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LETCWORTH/BALDOCK TRANSPORT STRATEGY KEY ELEMENTS**



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LETCWORTH/BALDOCK STRATEGY ELEMENTS**

Strategy element	Measures	Comments
Behaviour change	Appointment of Sustainable Travel Planner with budget for behaviour change measures, working closely with District Council, County Council, NHS, schools/colleges and rail operator	Focus on health, local employment, information on walking, cycling, buses, co-ordination with other stakeholders. Ensuring large new developments have active travel planning from the outset.
Key development sites	Ensure site BA1 is linked to Baldock station and town centre by bus, cycle and walk routes as 'preferential' modes. Design focus on walking and cycling through development, to local facilities and to adjacent areas. Introduce link road between the A507 London Road and A505 Baldock Bypass over the railway, but design to discourage through traffic from using this new link.	A site masterplan should be being prepared setting out such measures as required in Policy SP14 of the emerging Local Plan. A transport assessment and travel plan will also be required.
Improving Walking and Cycling	More and better crossings of main roads, particularly the A505, A507, B197 and the B656, and the railway line severance. Strategic signed cycle network, some Quietway's. Focus on town centre, station and Works Road, Icknield Way and Blackhorse Road	The 2006 study of cycling routes in the town is a good starting point, but should be combined with a walking review.

Strategy element	Measures	Comments
	employment areas.	
Bus-based improvements	Longer-term aspiration for 4 bph to Hitchin and 4 bph Stevenage. Improve bus interchange in town centre Better coverage of town services. Bus priority measures at pinch points.	Working with HCC and bus operators and in conjunction with travel behaviour change programme.
Sustainable Spine	Longer-term aspiration 4 bph Luton/Hitchin/Stevenage/Letchworth. Better crossings and bus priority as above. Cycling facilities as appropriate.	Initial work could focus on walking/cycling crossings as described above, and any bus delay pinch points, as well as better bus passenger facilities.
Traffic Management	Retain 'gating' function of radial junctions to manage through traffic. Potential improvement at A505 North Way and Letchworth Gate if through traffic to rest of centre will not be increased. Review of Station Road/Whitehorse lane junction in Baldock, but retention of good walking/cycling facilities here. Support junction 8 A1(M) improvement 20 mph as general assumption in town apart from some strategic routes	Further work needed in conjunction with HCC, potentially through GTP process. Improvement at Junction 8 of A1(M) should also improve conditions on Letchworth Gate and may reduce flows seeking to use central Baldock to avoid congestion here. Further consideration needed of A505/Letchworth Gate junction in relation to rest of this section of the A505, and the effect of additional capacity here on increasing through traffic. Potential walking/cycling pilot project on B656 and alternative routes to improve the access between the two towns.

Source North Hertfordshire Transport Strategy Oct 2017

