

# Sustainable Travel

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# Traffic Congestion and Road Safety

There is extreme concern about traffic congestion whether it is cars queuing to get down Port Hill and through the Cross Road junction or using the 'rat run' through Lower Bengeo roads. With the schedule of new homes to be developed the aim of this policy is to ensure that the traffic congestion doesn't get worse and road safety improves particularly for walkers and cyclists.

Please let us know on the consultation form if you agree with this policy.

# POLICY HBT1: TRAFFIC CONGESTION AND ROAD SAFETY

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1. All residential and commercial development proposals, including those related to school travel plans should be accompanied by a transport assessment, proportional to the scale of the proposed development.
2. **Transport assessments for significant developments** should demonstrate predicted levels of generated vehicular traffic and the impacts of this on traffic congestion. Solutions should not only mitigate impacts but improve congestion and road and pavement safety, particularly for pedestrians and cyclists.
3. **Developers' agreements could contribute towards the cost of road safety improvement measures.** Subject to what is already in place, these could include, but are not restricted to:
  - a) System upgrades to extend a **20 MPH speed limit** to include Bengoe Street;
  - b) Increased compliance with and enforcement of **access restrictions**
4. Development proposals that include sustainable measures such as **car club provision** and the installation of **electric car charging points** will be supported, if they are consistent with other Policies in this Plan.
5. Development proposals for new schools or school extensions should include **school travel plans** that promote sustainable transport choices and reduce school gate congestion. **Community involvement** in management of travel plans will be encouraged.

# Walking and Cycling

Well-connected paths or routes offering separation of pedestrians and cyclists from other traffic and, where feasible, separation of pedestrians from cyclists should be essential components of new development. New routes for pedestrians should be wide enough to accommodate wheelchairs and buggies and pedestrians should not be forced into the road by pavement obstructions such as overgrown hedges.

Please let us know on the consultation form if you agree with this policy.

# Hertford Town Centre Urban Design Strategy

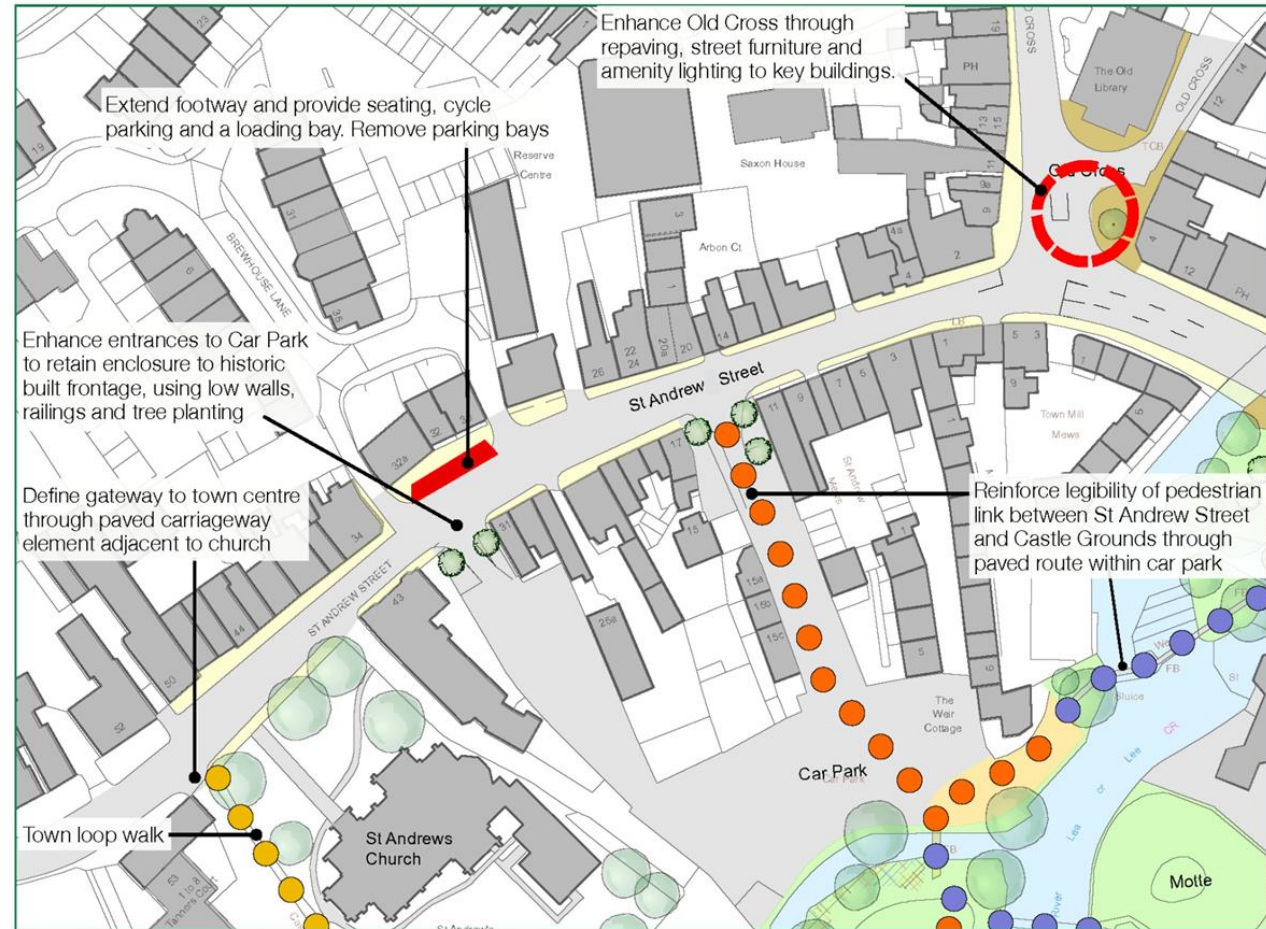


Figure 2.18: Improvement strategy for St Andrew Street

## Key

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|---|--|---|---|---|---|
|  | Gateway points to alert vehicles to reduce speed |  | Raised paved crossing to ease pedestrian crossing |  | Town loop walk                                      |
|  | Repave footway - type as materials strategy      |  | Extend width of footway                           |  | New path through or defined route to Castle Grounds |
|   |  |  | Street tree planting zone                         |  | Paths enhanced                                      |

# POLICY HBT2: ENCOURAGING MORE WALKING

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1. All significant schools, residential and commercial developments should deliver improvements that result in good connectivity between new and existing pedestrian routes to encourage walking as a first option. The emphasis should be on **safe and unobstructed pedestrian routes** to key services including health care, railway stations, bus stops, local employment, shops and leisure facilities.
2. Development proposals for a **‘Visual Arts Centre’ in the ‘Hertford Arts Hub’**, should facilitate and promote safe and accessible movement on foot between venues.
3. Where possible, new pedestrian routes resulting from development should be **separated from other traffic**, including cycles, either physically or with road markings. Routes should be suitable for those with pushchairs, wheelchairs or other mobility aids.
4. Development proposals should include clear strategies for making it easier and safer for children to **walk to local schools**.

# POLICY HBT2: ENCOURAGING MORE WALKING

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5. Development proposals should include clear strategies for the ongoing **maintenance of new routes** to ensure they are fully accessible and not obstructed.
6. Residents with **reduced mobility and visual impairment** should be invited to contribute to the design process of new pedestrian routes.
7. Development proposals that include the following will be supported if they are consistent with other Policies in this Plan:
  - a) **safe crossing** points for pedestrians;
  - b) **traffic calming** measures to reduce vehicle traffic speed;
  - c) **widening** of pavements;
  - d) minimising of unnecessary road and pavement gradients; **level /even pavements.**

# POLICY HBT3: ENCOURAGING MORE CYCLING

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1. Development proposals should take advantage of all possible opportunities to contribute to the establishment, enhancement, and **improved connectivity of cycle routes** into, out of and through the Neighbourhood Plan area.
2. Development proposals for a **‘Visual Arts Centre’ in the ‘Hertford Arts Hub’** should include strategies to encourage the use of sustainable travel from outside the Plan area and the use of non-motorised travel between arts venues. These could include the **provision of cycle parking** for residents and visitors but should not result in a loss of amenity to residents in the affected areas
3. Planning obligations should include funding for the **ongoing upkeep and maintenance of the foot and cycle path** across **Bengeo Field to Chapmore End** and improvements to the footpath from **Ware Park Road to Hertford Lock**.
4. Development proposals that include **segregated cycle paths** and the on-site provision of **electric bikes, cycle hire, and bike club schemes** will be supported if they are consistent with other Policies in this Plan.
5. Planning Obligations could include funding for additional and well monitored **bike racks** at **Hertford North station** to support sustainable travel between new houses and the station as well as contributions towards **cycle training courses** for children and adults.



# Public Transport

Just over a third of those responding to the question said they would drive less if there were more frequent buses. The 333-bus service from Hertford bus station is the only bus service to drive directly through the Plan area

Please let us know on the consultation form if you agree with this policy.

# POLICY HBT4: PUBLIC TRANSPORT

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1. Maintaining and developing **high quality bus, taxi and community transport services** should be integral to all developments and should complement the provision of safe walking and cycling routes.
2. These include **priorities** for such services **on the highway network** and well designed and located **stopping places**.
3. The overall aim should be to facilitate **behavioural change** and **reduce pollution**.
4. Projects for such developments e.g. extending the provision of bus services up to new housing, could be **funded through** developers' contributions or other funding mechanisms.

# Parking

Parking in urban parts of the Plan area can be challenging. Development in some areas would be unsustainable if additional parking is placed on roads. It's essential that new development does not exacerbate this but, instead, contributes to solutions to reduce pavement parking and improve resident parking.

There is particular concern about parking around Hertford North Station and near local schools.

Please let us know on the consultation form if you agree with this policy.

# POLICY HBT5: PARKING

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1. Proposals to **increase parking provision at the Hertford North station car park** (for example by over-or under-ground multi-decking), will be supported provided they are designed to be in keeping with the surrounding area, or as a piece of high quality architecture, contributing positively to the aesthetics of the building stock in the Plan area.
2. Development that includes a reliance on **on-street parking should not be supported**.
3. Development proposals that **increase** the availability of **secure cycle parking** will be supported if they are consistent with other policies in this Plan.
4. Development proposals to **increase off-street car parking provision in areas with insufficient resident parking**, particularly near to Hertford North station will be supported if they are consistent with other policies in the Neighbourhood Plan
5. Planning obligations for significant development in the Plan area could include contributions towards measures that result in **improved and safer parking for residents** in areas with limited parking.
6. Provision of electric **car charging points** will be supported.
7. Proposals **to discourage idling of vehicle engines** will be supported.

# CONGESTION SPOTS

Sacombe Road

Bengeo School

Duncombe School

St Andrew Street

Byde Street/Nelson Street

Old Cross

Folly Island

Port Hill

Cowbridge

Hartham Lane