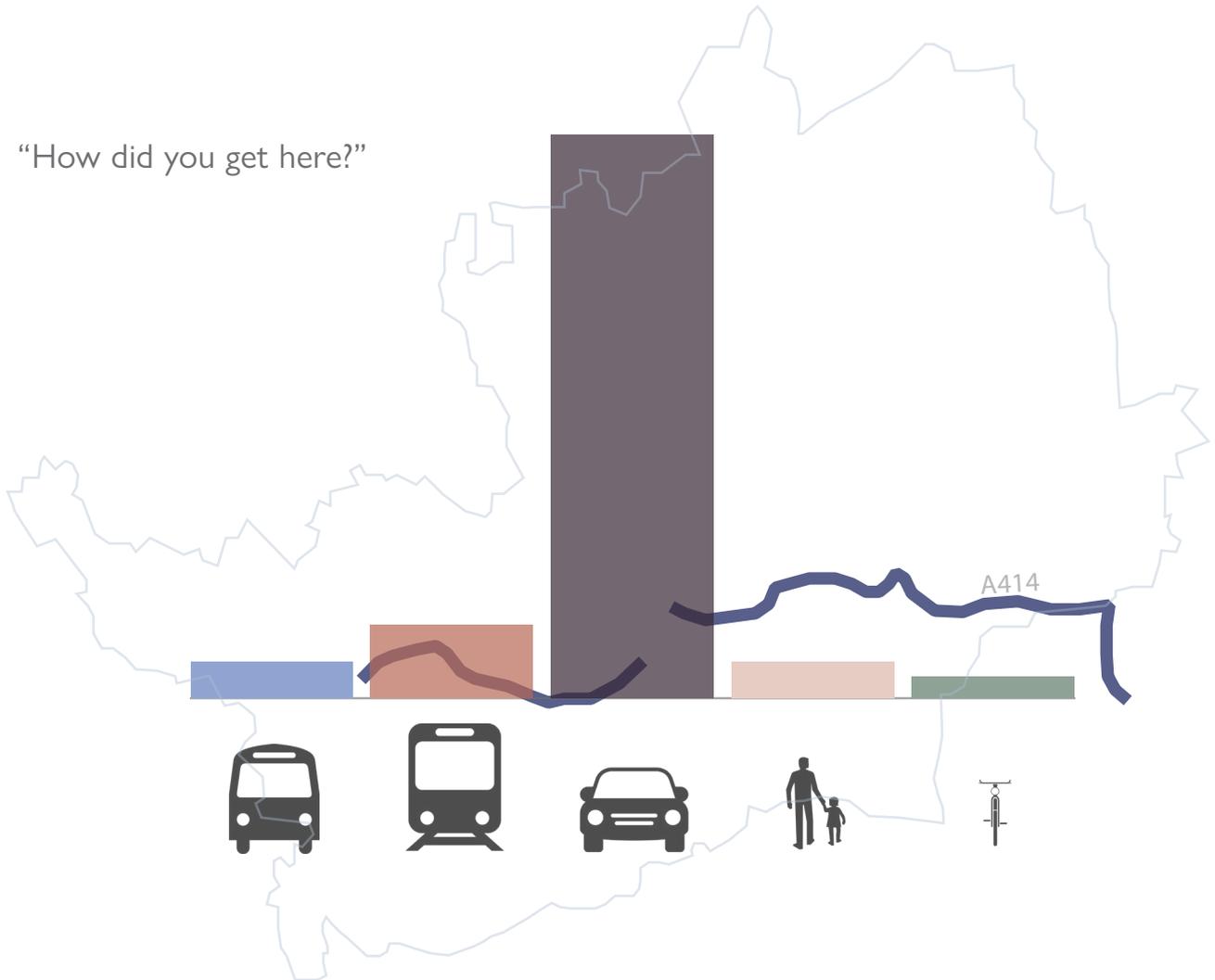


“How did you get here?”



EAST-WEST INTEGRATED TRANSPORT

February 2019

CONTENTS

“ A MOMENT OF OPPORTUNITY”

Advances in data science, artificial intelligence and sensing technology have increased the speed of transport innovation. Cleaner transport, automation, new business models and new modes of travel promise to transform how people, goods and services move.

This is the moment to reflect on what we as a society want these changes to deliver and what we want our urban spaces to be like. If successfully channelled, they have the potential to deliver step-change advances for society, the environment and the economy. They could boost productivity and investment, increase export opportunities for UK companies and create high-quality jobs. ”

Department for Transport
Future Mobility: Urban Strategy, 2019

“A BRAVE NEW WORLD OF COLLABORATION?”

[There is a] need for a step-change in collaboration across public and private sectors if we are to reach genuinely ‘good’ and long-run sustainable...mobility outcomes for people and places.

To make this work, we need to cultivate the right conversations across public and private sectors.”

Rachel Skinner
President of the Institution of Civil Engineers, 2019

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IT'S A CHALLENGE TO MANAGE THIS MUCH GROWTH

POPULATION WILL GROW BY 175,000

WE WILL NEED 87,000 EXTRA HOUSEHOLDS

CORRIDOR STRATEGY

MAJOR SCHEMES

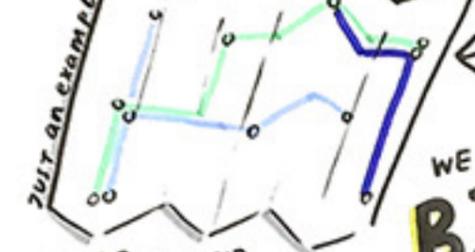
- SUSTAINABLE TRAVEL TOWNS
- HERTFORD BYPASS & A14 JUNCTION UPGRADES
- BUS RAPID TRANSIT EAST - WEST
- NEW M1 JUNCTION 8A
- PASSENGER TRANSPORT HUB / COACHWAYS
- CYCLING INFRASTRUCTURE IMPROVEMENT TOWNS

KEY CHALLENGES

- MODAL SHARE AND TRAVEL PATTERNS
- HIGHWAY CONGESTION
- AIR QUALITY
- CYCLING CONNECTIVITY
- PUBLIC TRANSPORT USAGE / ACCESSIBILITY

POPULATION AROUND THE CORRIDOR IS LIKELY TO DOUBLE!

WHAT WOULD MASS RAPID TRANSPORT LOOK LIKE?



WE NEED TO FIND ALTERNATIVES

WE HAVE A **BIG OPPORTUNITY** TO CONNECT PEOPLE BETTER

CONSULTANCY METHODS

ARE YOU CONSULTING THOSE WITH LIVED EXPERIENCE?

HOW HAVE YOU CONSULTED COMMUNITIES?

WE ARE SETTING UP PRINCIPLES FIRST

WE WILL BE CONSULTING MORE AFTER

LOOKS LIKE YOU ARE SPLITTING THE COUNTY IN HALF!

IN RAPID TRANSIT TERMS SOME OF THESE TOWNS ARE MINUTES AWAY FROM EACH OTHER

EAST-WEST



INTEGRATED TRANSPORT

WE ARE AWARE OF THE GAP! MENTION IT IN YOUR RESPONSE ON WEBSITE

TRAM COSTS... COULD IT GO OVER BUDGET? LIKE SO MANY OTHERS!

IN FRANCE THEY HAVE TO DECLARE COSTS. IT IS A PROBLEM TO BE AWARE OF!

THERE'S ROOM FOR EVERYBODY - ALL MODES OF TRANSPORT

OVERRUNNING ON COSTS DOESN'T STOP AT TRAMS BUT ALL NEW TRANSPORT INFRASTRUCTURE.

GETTING IT RIGHT USING GOOD EXPERTISE + PROTECT MANAGEMENT

WITHIN THE UK THERE IS A 44% DIFFERENCE BETWEEN THE MOST AND LEAST PRODUCTIVE CITIES

THE UK HAS A **PRODUCTIVITY PROBLEM!**

TRANSPORT FOR

EVIL ARMY A NEW TRAIN

WHAT CAN HELP?

SPACES & THE PUBLIC REALM

HEALTHY CITIZENS

ACCESSIBLE SERVICES

RESILIENCE

NO LONGER JUST A "NICE TO HAVE"

PRODUCTIVE

NEXT STEPS

- 1 ENGAGE + CONVINCE
- 2 TEST + REFINE
- 3 EMBED WITH POLICY
- 4 SHARE OUTCOMES

BRINGING INFRASTRUCTURE PARTNERS

STOPPING OFF AT - GARDENS - UNIVERSITY - BUSSINESS - OFFICES - TOWNS

50KM TRAMWAY



HIGH EFFICIENCY + LESS POLLUTION

HERTS CORRIDOR NEEDS TRANSPORT THAT COMBINES CAPACITY WITH ACCESSIBILITY, FITS READILY INTO URBAN AREAS

HERTS ORBITAL TRANSIT

TRAMWAYS CAN BE ATTRACTIVE - RUNNING THROUGH GREEN AREAS AS WELL AS URBAN.



DIRECT

RELIABLE

LOW ENERGY CONSUMPTION

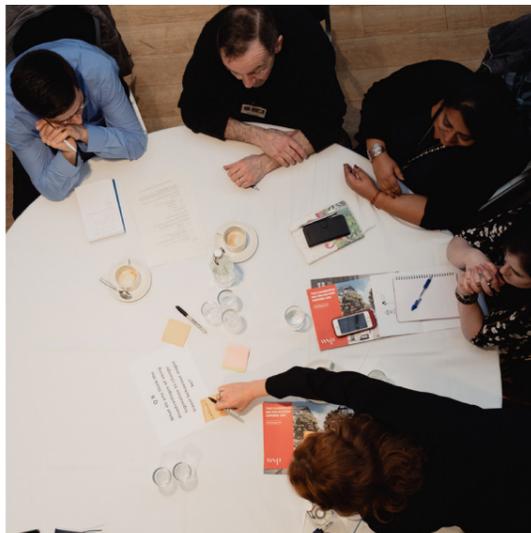
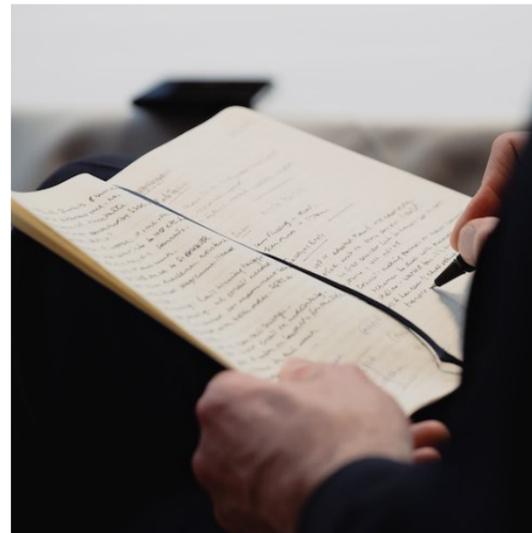
QUICK

COMFORTABLE

MOST TRIPS THROUGH THE CORRIDOR ARE SHORT + LOCAL TRIPS

TRAMS CAN BE USED ON BUSWAYS TOO...

Foreword



Infrastructure continues to make headlines. Just prior to the charrette in February, we were reminded that congestion cost the UK an estimated £7.9 billion in 2018, at an average of £1,317 per driver. Traffic makes it harder to transport goods, reducing already low productivity levels, raising pollution, diminishing public health and increasing accident levels. At the same time, Constructing Excellence published a report on UK Procurement, noting that 'the pipeline of projects and programmes currently listed in the IPA's National Infrastructure and Construction Pipeline are not sufficiently certain that constructors can invest in the skills and technology required to deliver them. This is driving unsustainable behaviours such as procurement based on lowest cost rather than value for money; high risk transfer to the private sector; and inadequate investment in skills'.

Attendance at the Infrastructure Charrette series of workshops have shown widespread acknowledgement that Hertfordshire is by no means immune to these challenges. As a workshop during this Integrated Transport event showed, infrastructure is seen as one of the the largest barriers to successfully meeting the challenge of development and good growth.

Congestion is already a prime frustration for Hertfordshire residents and workers. There is a strong desire to see a more collaborative approach to strategy and visioning, both amongst local authorities and between public and private sectors. It will be up to us to determine how we want to harness these desires to ensure the places in which we live, and the new places we build, enable us to make healthy choices about our lives.

We are grateful to be in partnership with the Hertfordshire Chamber of Commerce in sponsoring these infrastructure charrettes. We continue to hope they might stimulate ideas, encourage collaboration and build consensus. As ever, we are committed to communicating openly, transparently and inclusively, encouraging communities to make meaningful contributions. It is our aim to ensure that the people of Hertfordshire have a real say in making our part of the country an even more attractive place for people to live and work.

A handwritten signature in black ink that reads "Anthony Downs".

Anthony Downs
Director of Planning & Development
Gascoyne Estates

Councillor Derrick Ashley, Executive Member for Growth, Infrastructure, Planning & Economy, highlighted the approach the County has taken regarding transport provision, and the next steps it hopes to take.

He reminded us that whilst the district and borough councils across Hertfordshire are putting together local plans to determine the scale and location of new housing provision, Hertfordshire County Council retains the responsibility for education, health and transport. It is a challenge to meet the demands of the growing - and new - settlements of the county.

The [Local Transport Plan 4 \(LTP4\)](#), adopted in May 2018, outlines the strategic priorities of the county in the years ahead. One of the priorities identified was the need to produce a strategy specifically for the A414 corridor. It is currently heavily used, passing through our major towns and across two busy intersections with the A1(M) and M1. It is necessary to consider more deeply how each section of the corridor functions, and to understand the range of options we have for improving it.

The A414 corridor is economically vibrant and is an appealing place to live. It is forecast, perhaps unsurprisingly, to accommodate over 50% of the housing growth in Hertfordshire over the next fifteen years.

As Councillor Ashley outlined, the [A414 Strategy](#) is an attempt to respond to the challenges this will bring. The A414 is, and will continue to be, the principal corridor across Hertfordshire, yet there are no direct east-west public transport services across the county except the Greenline 724 bus from Harlow to Watford.

The strategy focuses on:

- Modal share and travel patterns
- Highway congestion
- Air quality
- Cycling connectivity
- Public transport usage and accessibility

These will all be vital pieces of the puzzle required to create a better transport network, and environment, across the county. A centrepiece of the document is its discussion of a Mass Rapid Transit system. Councillor Ashley noted the aim is to design and deliver:

“A fast and reliable, express inter-urban passenger transport network linking major urban settlements within the A414 Corridor to facilitate sustainable travel and address the pressure of delivering significant growth in housing and jobs



Mass Rapid Transit (MRT)

A Mass Rapid Transit system, such as a priority busway or tram, is proposed as a way of reducing public transport times across the county, and attracting us out of our private cars. As Councillor Ashley pointed out, towns across the Corridor are, in rapid transit terms, only minutes apart. The aim of the strategy, and our challenge as a county, is to find a way of making these journey times a reality for people travelling East-West across Hertfordshire. He reminded us that, if we can make such transport accessible, convenient, affordable and attractive, we have an opportunity to improve our own lives as well as those of our fellow citizens.



76% of commuting trips to towns on the A414 are made by car. Just 5% are made by bus.

“This modal share needs to shift. These numbers must come closer together.”

Funding

Councillor Ashley suggested that those who believe the planning system across Hertfordshire will - or even should - be able to deliver all the funding we need are unfortunately misguided. Development will provide only a partial solution to funding, and it will be necessary to tap into major funding schemes from the DfT. The projects outlined in the strategy are not currently funded - they are concepts, and all costs associated with them are indicative. Notwithstanding this, or any future funding the the Local Enterprise Partnership (LEP), funding will be development-led in accordance with the Local Plans across Hertfordshire.

Consultation

Given that detailed proposals are yet to be tabled, Councillor Ashley stated that consultation will continue as firmer projects begin to emerge. This should allow schemes to be incorporated into District and Borough Council Infrastructure Delivery Plans.

It will be important, as the county council develops its proposals, to **maintain and develop consultation with local communities**, with civic groups, businesses and other organisations across the County to ensure the **widest possible spread of voices is heard**.

OVERVIEW OF THE A414 CORRIDOR

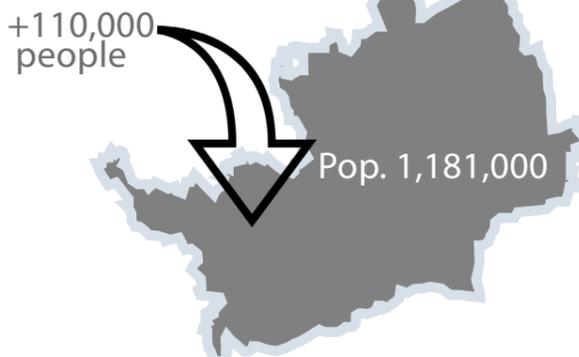
A map of southern and central Hertfordshire, showing primary roads.

The A414 is shown in blue.

The larger towns are shown across the corridor with their estimated current populations (2017); and their forecast population in 2032.

The table opposite displays combined populations of towns in the corridor, and compares them to Oxford and Cambridge. This demonstrates that central Hertfordshire has the critical mass to compete with towns, cites and clusters of this calibre.

Combined populations (2032)	Watford	Hemel Hempstead	St Albans	Hatfield	WGC	Hertford	Ware	Harlow							
Watford	<div style="border: 1px solid black; padding: 5px;"> <p>Larger than Oxford & Cambridge</p> <p>Larger than Cambridge</p> </div>														
Hemel Hempstead									260,822						
St Albans									247,413	207,311					
Hatfield									203,223	163,041	149,712				
WGC									209,566	169,384	156,055	111,785			
Hertford									185,062	144,880	131,551	87,281	93,624		
Ware									173,906	133,724	120,395	76,125	82,468	57,964	
Harlow									250,977	210,795	197,466	153,196	159,539	135,035	123,879



BEHAVIOUR CHANGE

Nick Reed, University of Hertfordshire (UH) Smart Mobility Research Unit

“It cannot be reiterated too often that how we construe an act, person, place or thing determines how we behave in relation to that act, person, place or thing.”
Fransella, 1972

Following Councillor Ashley’s presentation on the County’s A414 Strategy, Nick Reed, Behavioural Psychologist at the University of Hertfordshire Smart Mobility Research Unit, led a workshop on behaviour change. He reminded us that to design and deliver, a future mass rapid transit network across Hertfordshire, we must understand our own behaviour. Mr Reed’s workshop invited the audience to focus on the motivations which underlie daily decision-making process. He asked us to consider how we feel and what we think when we get into a car, decide to take a bus (or not), and how we might feel about our options being mandated through legislative change.

Mr Reed noted that the key factor for reducing car usage is a simple question: does public transport meet my needs?

He went on to explain that the next most important factor when trying to use our cars less is having a viable range of choices: knowing that public transport will get us where we want to go, in good time and with minimal inconvenience.

This would imply a flexible transport service with numerous inter-connected modes, each with its own advantages for those that use it. These advantages might include:

- A local station not too far from home
- Adequate parking or connections at any public transport stop or station
- Easy-to-find bus times with onwards connections displayed, and
- A simple, clear and easy-to-use ticketing service (across bus, train and tram)

Given the possibilities demonstrated by the approach of Transport for London in the capital, first by the Oyster card, then contactless travel and now by the Citymapper Travel Card, the A414 strategy accepts that it is no longer acceptable to offer different ticketing services.

Successful delivery will inevitably involve collaboration between stakeholders, A key role of the county council will be to lead, identifying plausible solutions, and ultimately choreograph the different companies and stakeholders at play. It will be vital to encourage them work alongside each other.

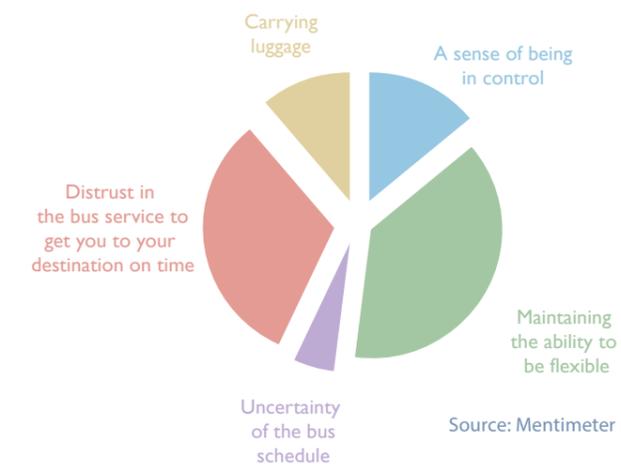
Many of us hold long term desires for future generations to live in unpolluted, healthy environments. These desires often conflict with our short term desires to travel to work in the warmth of our own car or to drive to and from the supermarket so as to avoid carrying heavy bags. Above all, perhaps, the private



car also offers an important place of solitude and quiet in an otherwise busy world. Changing this will demand a public transport network which meets the needs of the populations of Hertfordshire and which enables us to see the public transport option as being on par with, or preferable to, using our own car.

For any strategy to succeed, the communities of Hertfordshire must feel that the authorities are listening to the public. The need for regular communication, engagement and consultation emerged as a common concern throughout the workshop. The difficulties of engaging a time-poor public with very complex challenges and processes cannot be overstated. However, these difficulties cannot be an excuse to engage ineffectively with the voices of Hertfordshire citizens about the decisions which will affect our lives for decades ahead.

What is your prime motivation for using a car instead of a bus?



Source: Mentimeter polling conducted at the charette

A final set of challenges were raised:

How do we motivate the public to engage with transport and local planning processes, in spite of the complexity and time required to understand the detail and issues at play; and to engage with strategic thought and understanding in an optimistic way - which accepts the inevitability of growth and seeks to deliver it in the most positive and collaborative way possible?

How do we encourage people to think about the long term implications of our transport choices?

How do we create a framework for greater public-private collaboration?

And how do we persuade local government that it is supported in efforts to communicate transparently, and take citizens on their journey with them?

Finding a **creative response** to these challenges will be absolutely necessary if we are to deliver a transport network which provides a **compelling alternative** to the status quo.

ASPIRATION AND UNITY - COHERENT VISION-MAKING

Professor Stephen Joseph, Transport for New Homes / UH Smart Mobility Research Unit

“This is about creating **liveable places** with less congestion, reduced pollution, less social isolation, reduced car dependence and **more choice**.”

High **quality public transport** must be at the **centre of development** - not an afterthought.”

With Mr Reed’s workshop in mind, Professor Stephen Joseph, Trustee of the Foundation for Integrated Transport and now a Visiting Professor working with the University of Hertfordshire Smart Mobility Research Unit, reminded us that the A414 Corridor is an opportunity for Hertfordshire to be ambitious: to once again pioneer.

Hertfordshire is a network of towns and villages at the edge of London. There are not many examples of sustainable mobility interventions across a similar rural, edge-of-big-city area. Professor Joseph suggested this ought not be seen as a problem or make us fearful; instead we should grasp this as an opportunity to design a system specific to our environment. The transport routes through the county are defined by London. North-South routes running radially out of the capital are the strongest transport links¹, whilst those running East-West are few and invariably at capacity. This places us in an environment of high car dependency.

Professor Joseph believes collaboration is vital in ensuring new developments are built for car-free living. Professor Joseph outlined his experience with the [Transport for New Homes](#) initiative, which has shown that many new developments continue to be built around the car. The design of these places forces residents to use their car for the fundamental tasks of life, such as going to the shops, getting to work, going to the park, or taking the children to school: all the while creating unnecessary traffic.

More than this, the places themselves are designed specifically to accommodate the car. They are dominated by parking and road access, with few urban trees or gardens and an impoverished public realm. This kind of design means communities live a life from car park to car park. Homes have been built without connections for pedestrians, cyclists or buses because these cut into profit, and trigger difficult conversations about their ongoing management and wider environmental consequences.

On the other hand, the Transport for New Homes initiative has identified several examples of good interventions and better design. Kidbrooke has been designed with limited parking but provides places for residents to walk to (shops, work, schools, parks). In Poundbury, thirty-two per cent of residents walk to work. Whilst it has its critics, the Dorchester extension has been designed and built with local facilities and jobs - and is noticeably better than developments found elsewhere. At Kilnwood Vale, an urban extension to Crawley, residents are given £160 to buy a bicycle or towards bus transport. In Sittingbourne, Arriva are pioneering their answer to Uber, whilst Stourbridge has implemented a low cost tram network.

¹ 71% of all train journeys to work made by residents within England’s Economic Heartland (EEH) are to London)



These examples will have their strengths and their weaknesses, but they all show a desire to offer residents and communities a better choice, and action to back it up. Professor Joseph suggested that Hertfordshire County Council should lead by example, and embrace the early signs of best practice - implementing these as a reality along the A414 Corridor, with a set of design guidelines for local planning authorities and developers to accommodate. We are replete with data as to where we travel, and where we want to go, which can - and must - be used to design more compelling transport networks than achieved to date.

New Lubbesthorpe

New Lubbesthorpe is a development of 4,250 new homes to the South and South-West of Leicester. It is an example of a new development which has considered transport infrastructure from the outset.

New Lubbesthorpe residents have the opportunity to sign up to **LocalGo**, a service helping local people ‘**save money and encourage low-carbon travel**’. Perks for residents include discounts with Halfords, Rutland Cycles and Cotswold outdoor to encourage non-motorised transport. Additionally, New Lubbesthorpe has **segregated walking and cycling paths** to provide a safer and more appealing experience. A new resident filmed their journey into the centre of Leicester, noting that it took just 24 minutes. The Lubbesthorpe cycle paths are **wide, smooth and importantly off the road**, particularly important for less confident riders.

A priority bus corridor into Leicester means that getting the bus into town will be quicker by bus than by car. **Up to six buses per hour** mean the mode will both convenient and effective. In addition, a limited number of residents could apply for **6 months free travel** on Arriva buses, while all LocalGo subscribers receive a discount. Assuming that a large number of residents at New Lubbesthorpe will be working in Leicester, a well thought out bus service ought to remove significant numbers of cars from the road. Currently, bus stops are at the edge of the development. However, an additional bus service is being planned to pick up passengers right from the centre, further increasing convenience and likely uptake. **ArrivaClick**, the bus operator’s on-demand mini-bus service, also serves Lubbesthorpe.



“The proposed East West Rail and Expressway schemes **must be built as quickly as possible** to unlock land for new homes and provide a better service for those who already live across the Arc.”
National Infrastructure Commission

Hertfordshire does not exist in isolation. It is part of a wider competitive environment of other counties and regions, many of which already have a coherent vision for tomorrow's transport. In order to keep pace, Hertfordshire must develop a transport system which is both attractive and fit for purpose.

The Ox-Mk-Cam vision



1,000,000
new homes
by 2050



1,100,000
new jobs by
2050



Created by IconDots
from Neun Project



New rail & road links to
accommodate, and unlock,
space for these new homes

Adrian Hames, Director at infrastructure consultancy, WSP, who has been working closely with England's Economic Heartland, offered a compelling example of aspiration and long term vision. He outlined the sheer scale of ambition within the Ox-MK-Cam Arc proposals.

Adrian noted the need for seamless journeys, and overcoming the first-mile/last-mile connectivity problem. In order to do so, he spoke about the need to deploy Mobility As A Service which would link public and private transport providers through a unified interface. This, he argued, would encourage public transport use and reducing the burden on the roads. This, coupled with the development of advanced MRTs, would provide interconnectivity with the national infrastructure which runs predominantly north-south throughout the region.

Whilst the pace of technological and demographic change is a challenge, we must work together to design and plan for the future. The transport network must be a long-term investment to enable individuals and businesses to make good decisions, and must also be flexible enough to provide seamless travel.

“This is a challenge. It is also an **opportunity to lead** in the development and integration of next generation technologies and urban systems design for a digital corridor.”

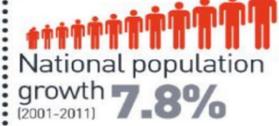


3.7 Million
residents living in
1.54 Million
dwellings

69% of EEH
residents live
in urban areas
compared to
81.5% in
England & Wales



EEH population
growth
(2001-2011) **10.1%**
National population
growth
(2001-2011) **7.8%**



EEH GVA increased by
18.3%
Compared to
15.9%
for the UK
(2011-2016)



x3 airports
provide international
connectivity
London Luton
London Oxford
Cambridge



Average distance
traveled to work

EEH **17km**

UK **15.8km**



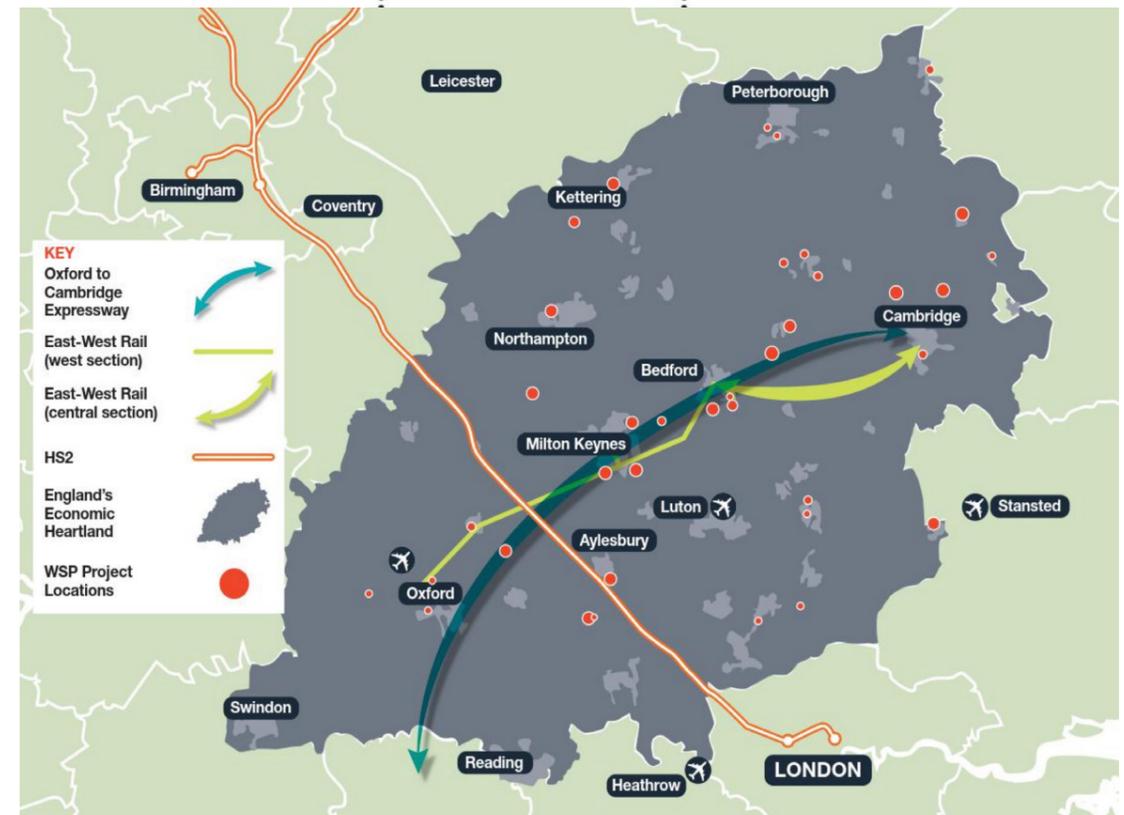
83%
of Car and
Van drivers who
are residents of
the EEH travel to work
within the region



71%
of all train
journeys to
work made by EEH
residents are to London



All of the PUA's
in the EEH
Region
have rail
access into
London within



UNDERSTANDING OURSELVES

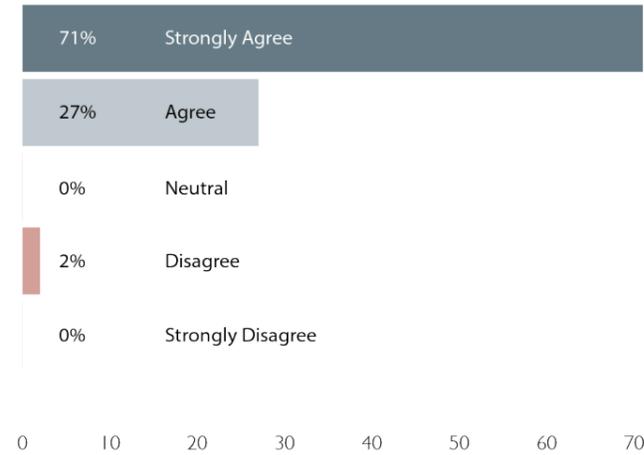
Following the presentation, Mr Hames led a workshop to further understand our own behaviours.

In the spirit of using technology as a means to enhance public engagement, we answered a series of questions relating to the future of travel. The results can be seen here.

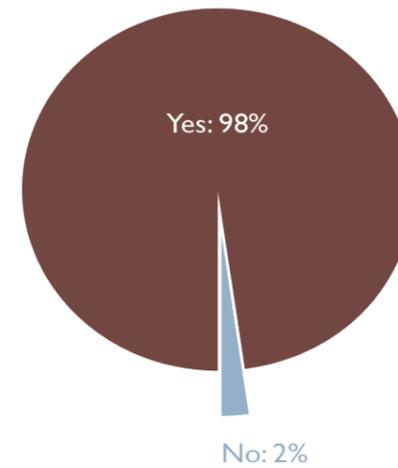
We used Mentimeter, an interactive presentation app enabling audience members to anonymously provide feedback and answer questions, with live displays of their contribution.

We believe it is important to engage with people using a variety of media, to allow those who may not feel fully comfortable expressing themselves in a crowded room to still be heard. By displaying the feedback live, we were able to generate better discussion and delve deeper into the issues at hand. We look forward to using other innovative approaches in future events.

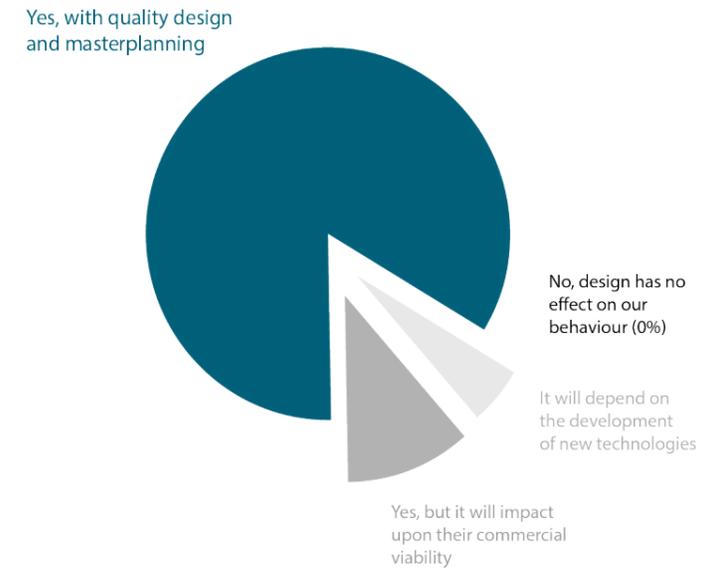
In towns across Hertfordshire, priority should be placed on sustainable transport rather than highway capacity for cars.



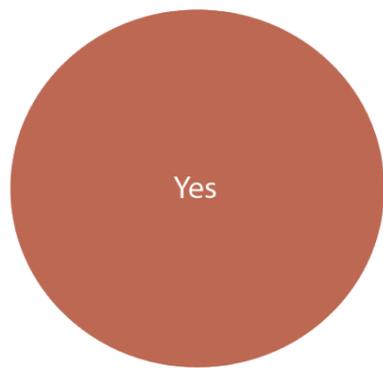
Can the public and private sectors effectively collaborate on the A414 corridor?



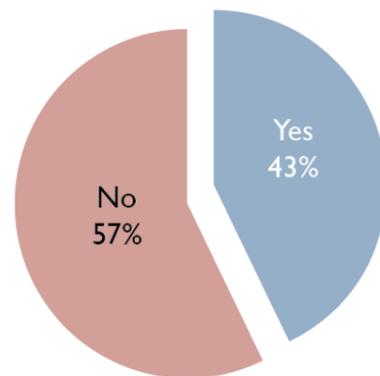
Do you think that the design of new settlements can actively shape people's behaviours?



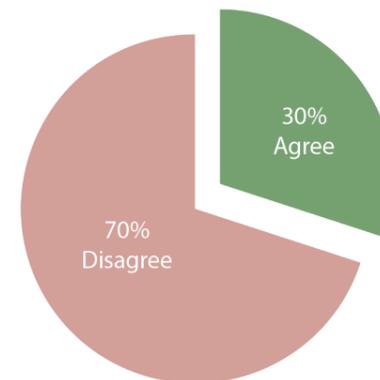
Should transport be an integral part of the planning process and one which helps shape our towns and villages?



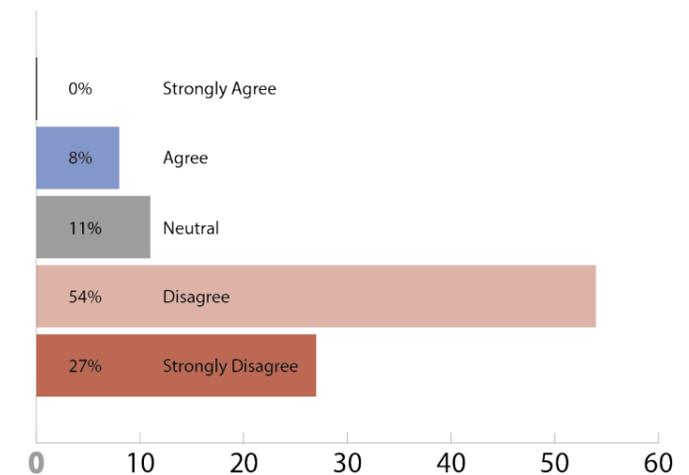
Do you believe short term measures might provide a better solution than high value capital projects, e.g. car sharing, staggered working hours, etc?



The Green Belt and rural areas around our towns should be off limits to developers.



By 2030 all road travel will be in autonomous vehicles...



“The **challenges ahead of us** are either a barrier, or a **gateway**”

Reg Harman, of transport consultancy Interfaces, provided a feasible and well considered alternative vision: Hertfordshire Orbital Transit – a tram network running from Watford and Hemel to Broxbourne and perhaps on to Harlow. With a detailed working knowledge of the British postwar approach to transport provision, Mr Harman reiterated the need to provide a transport mode across Hertfordshire which combines capacity with accessibility: which conveys travel over distance but meets local needs; which fits readily into urban areas; which is attractive and innovative, and which is highly efficient and minimally polluting. These criteria, he suggests, point to a tramway.

Steeped in experience of the European approach to tram-building, Mr Harman reiterated that tramways are attractive transport options. They offer comfortable travel at good speeds and have a track record of getting people out of their cars and onto public transport. They produce little direct pollution or noise, create a healthier environment, and offer accessibility for those with or without a car. A tram can be designed to accommodate the entire spectrum of central Hertfordshire’s needs. The land take for a tramway is minimal compared to a road, impacting the green belt and landscape to a far lesser extent than a bypass of dual carriageway. It would also benefit local towns by running through them, not around. A tramway would have a minimal impact on the green infrastructure, and as seen in many places, can improve the public realm by hosting additional green space.

Mr Harman reiterated the need to take a comprehensive approach to design and appraisal. When considering options of a bus route across Hertfordshire against a tramway, it is necessary to address and value both options equally. What are the relative costs across their respective lifespans, in terms of installation, training, maintenance? These considerations must be balanced against the potential gains in productivity, convenience and regeneration created by each mode, before coming to a carefully considered conclusion.

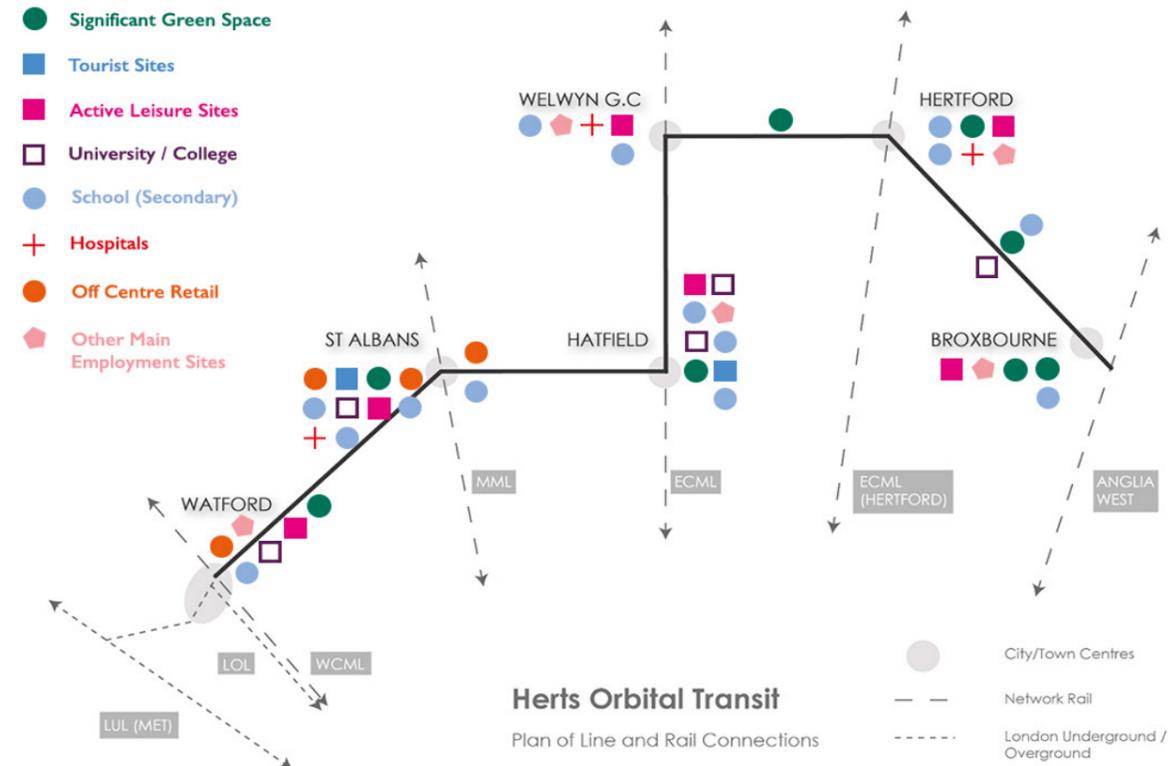
Trams developed in French towns and cities have changed activity patterns for some people immediately, whilst changing lifestyles for many over time. They have been shown to support active travel, bring health benefits, improve air quality, and reduce the demand for car use and ownership. They have also supported efficient urban development by enabling commercial activities within town and other centres, enabling wider access to jobs without car dependency and supporting denser high-quality housing development.

As Mr Harman suggested, the challenges ahead of us can be seen either as a barrier, or an opportunity– and it is we who must decide which.

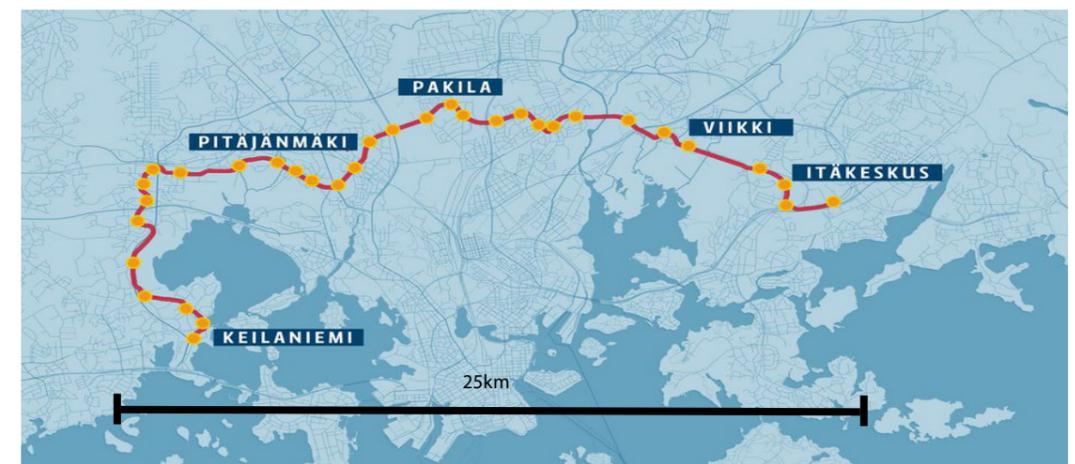


A green tramway in Paris - demonstrating that transport can enhance the public realm

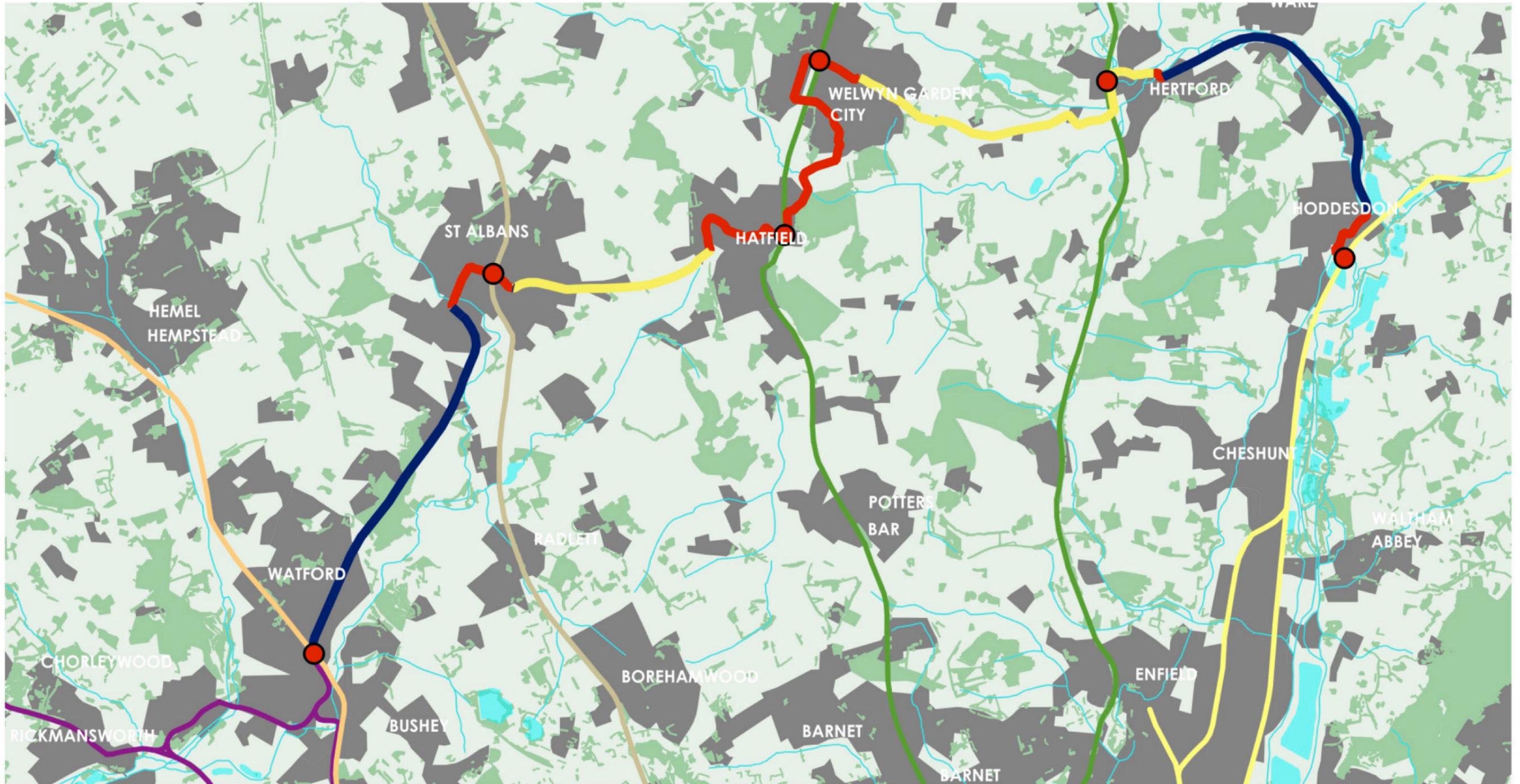
A diagram demonstrating the Hertfordshire amenities which could be connected with a tramway - to an extent, this can be achieved on tracks which already exist



The Helsinki-Espoo tramway will connect settlements around the outskirts of the Finnish capital. It will cost 459m EUR and is anticipated to receive 90,000 passengers per day. An example for Hertfordshire?



Herts Orbital Transit Route Proposal



Herts Orbital Transit

Orbital Transit

-  Connections with existing lines
-  Existing rail (NR) branch
-  Former railway formation
-  On-road / urban off-road

Existing Lines

-  London Underground / Overground
-  West Coast Main Line
-  Midland Main Line
-  East Coast Main Line
-  Anglia West

Context

-  Surface Water
-  Built Space
-  Woodlands

0 2.5 km



CONCLUSIONS

1. Times have changed. There is an emerging consensus that we must **change the way we travel** in order to **protect the environment, improve our health**, and address the pressures associated with an **increasing population**. Simply building more roads will not suffice.

2. We are encouraged by the County Council's proposal to build a **Mass Rapid Transport system** running East-West across Hertfordshire. This has the potential to dramatically **reduce traffic and congestion** on the road, while simultaneously **reducing harmful emissions** and **increasing productivity**.

3. It is vital that such a system meets the customer demands for **frequency and reliability**, as identified by our polling. The evidence shows that where public transport provides a **convenient alternative** to private car usage, it is **well-used and profitable**. It is incumbent on decision makers to set it on the right path from the outset, and this requires **extensive collaboration between public and private stakeholders**.

4. Major **funding will need to be sought**, and **continuous public engagement** is required, but the outlook is certainly positive. Hertfordshire is in a unique position, with its network of towns on the edge a large city. There are few examples of this sort of project which apply. This, therefore, is an exciting **opportunity to pioneer** an approach and become the standard by which other systems are measured.

5. Perhaps a greater challenge surrounds our own behaviour. It is increasingly important that we **set aside our short term motivations and embrace change**. However, it is hard to do so if a system is not sufficiently flexible to get us to our destination. We must think about the **first and last mile** problem to ensure that our services are properly integrated and easy to use. Accurate **connection information, joined up ticketing services and intelligently planned routes** will all encourage people out of their cars.

6. It is vital to consider ourselves as **part of extended networks**. The Central Hertfordshire corridor has the critical mass to compete on a much wider scale. We are integral to England's Economic Heartland, and must set the example for others in our approach to sustainable development.

7. We must **build these sustainable transport ideals** into new developments **from the very beginning**. Too many developments are car dependent through bad planning, to the detriment of the environment and the public realm. We must **encourage walking and cycling** as forms of transport, and put infrastructure in place to foster this. The facilities required to live - schools, shops, community centres - must be within **walkable distance**. There are numerous examples of developments doing just this but stopping at the limits of their boundaries. **We can do better**. We can link planning and development with transport, ensuring that **future settlements are connected and routes are enhanced**.

Hertfordshire is standing at a crossroads. Business as usual will not work. The only way forward is to change our approach and attitudes to transport. Now is the time to be ambitious and make the changes we know will improve our lives and our environment. A failure to do so will result in Hertfordshire falling behind its more progressive neighbours.

'Technical fixes to global environmental problems—alone—are effectively futile without an **accompanying paradigm shift**.

In the simplest terms, we must move from a consciousness of "me first" to **"we're all in this together."**

Dr. Paula Gable
Conscious Company, 2019

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