

RE-IMAGINING HOW WE CAN TRAVEL DIFFERENTLY

JUNE 2024



HGGT Joint Committee Board Meeting

Summary Presentation

Re-Imagining How We Can Travel
Differently

22nd July 2024

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Presentation Purpose

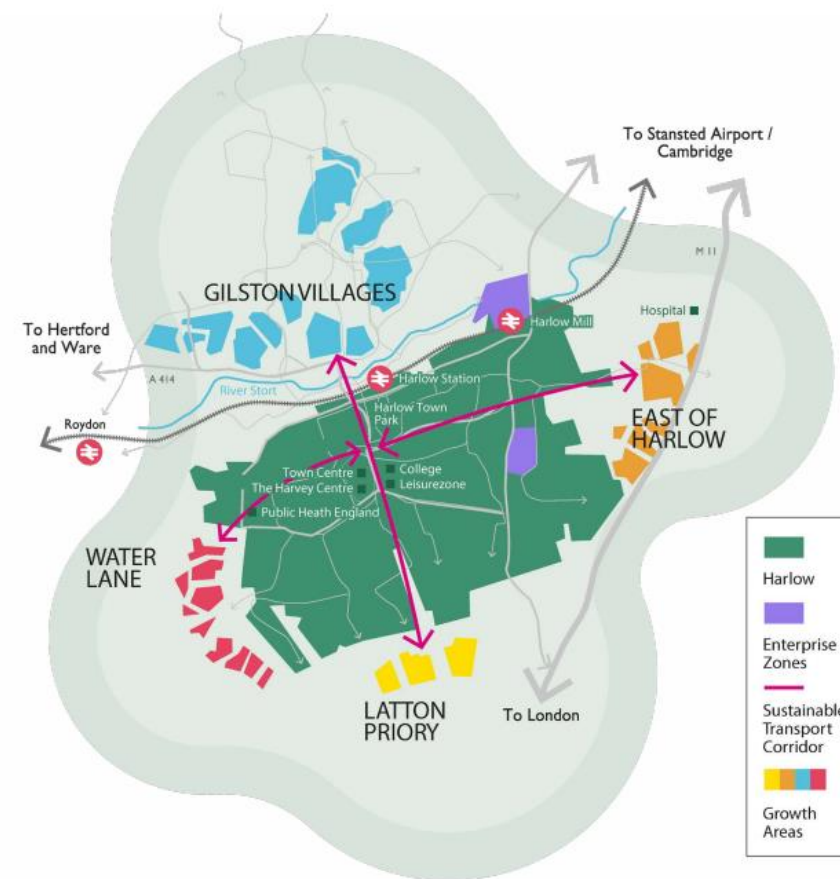
Summary

- Overview of Arup's report – 'Re-imagining how we can travel differently' developed on behalf of, and in conjunction with, HGGT and all partners
- Highlighting of challenges/risks and opportunities of approach to travel behaviour in Harlow and Gilston
- Share the recommendations and the delivery pathway
- Seek approval on final documentation

1. Introduction

Introduction

- Arup has been commissioned by Harlow and Gilston Garden Town (HGGT) to produce a study into how travel behavior could be influenced or re-imagined.
- The purpose of this work is to set out how the objectives established in the HGGT Transport Strategy (2022) could be achieved under different scenarios.
- Across the HGGT area, 2023 surveys have indicated that there is currently a 23% sustainable travel mode share.
- Arup have devised a methodology of prioritised interventions and how travel behaviour could change to meet the stated objectives.



Introduction

Purpose and Approach to Delivery

The key purposes of this work are to use it as:

- 1 A tool to leverage s106 funding contributions from Developers to support achievement of the modal objectives.**
- 2 A mechanism to obtain funding from governmental departments.**
- 3 A pathway to discharge the conditions of the Housing Infrastructure Grant.**
- 4 A technical base and supporting information for Local Transport Plans (whether they are existing and/or emerging).**

It is important to note that interventions contained within this work are currently unfunded, and therefore a clear objective will be to use it as a “hook” to leverage financial support.

2. Context

HGGT Context

HGGT objectives and funding conditions

Transport Strategy objectives

50% of all trips starting and/or ending in the **existing** settlement area of Harlow Town should be by **active and sustainable travel modes**

60% of all trips starting and/or ending in the **new** Garden Communities of Harlow & Gilston Garden Town should be by **active and sustainable travel modes**
by 2033

Key takeaways:

- Harlow residents will need to change the way they travel to achieve the agreed objectives.
- New strategic sites will need to *establish* how the objectives will be achieved.

Grant Determination Agreement (GDA) Part 1 - Transport Monitoring

- 3.1 The Grant Recipient shall provide:
 - 3.1.1 further transport **monitoring and evaluation** if requested by the Department for Transport, including, but not limited to, the monitoring and evaluation of travel plans including sustainable and active modes;
 - 3.1.2 details of **potential approaches** to meeting this requirement

Key takeaways:

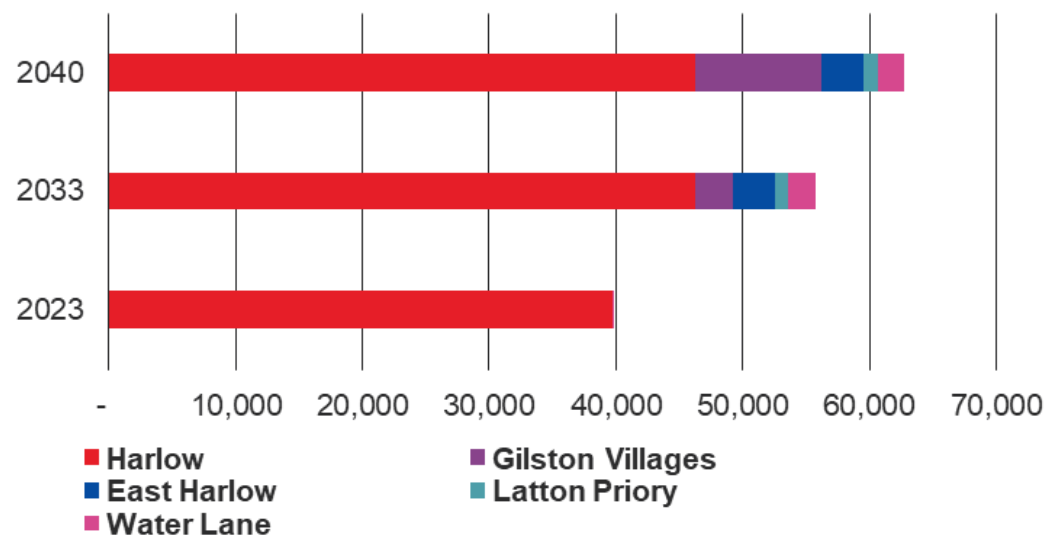
- Clear and effective Monitoring and Evaluation Plan is required showing the baseline information and the pathway to achieving the requirements.
- This work will need to set out the range of potential approaches to meet the requirements, for both existing Harlow residents and those in the future.

3. The Challenge

Delivering Growth

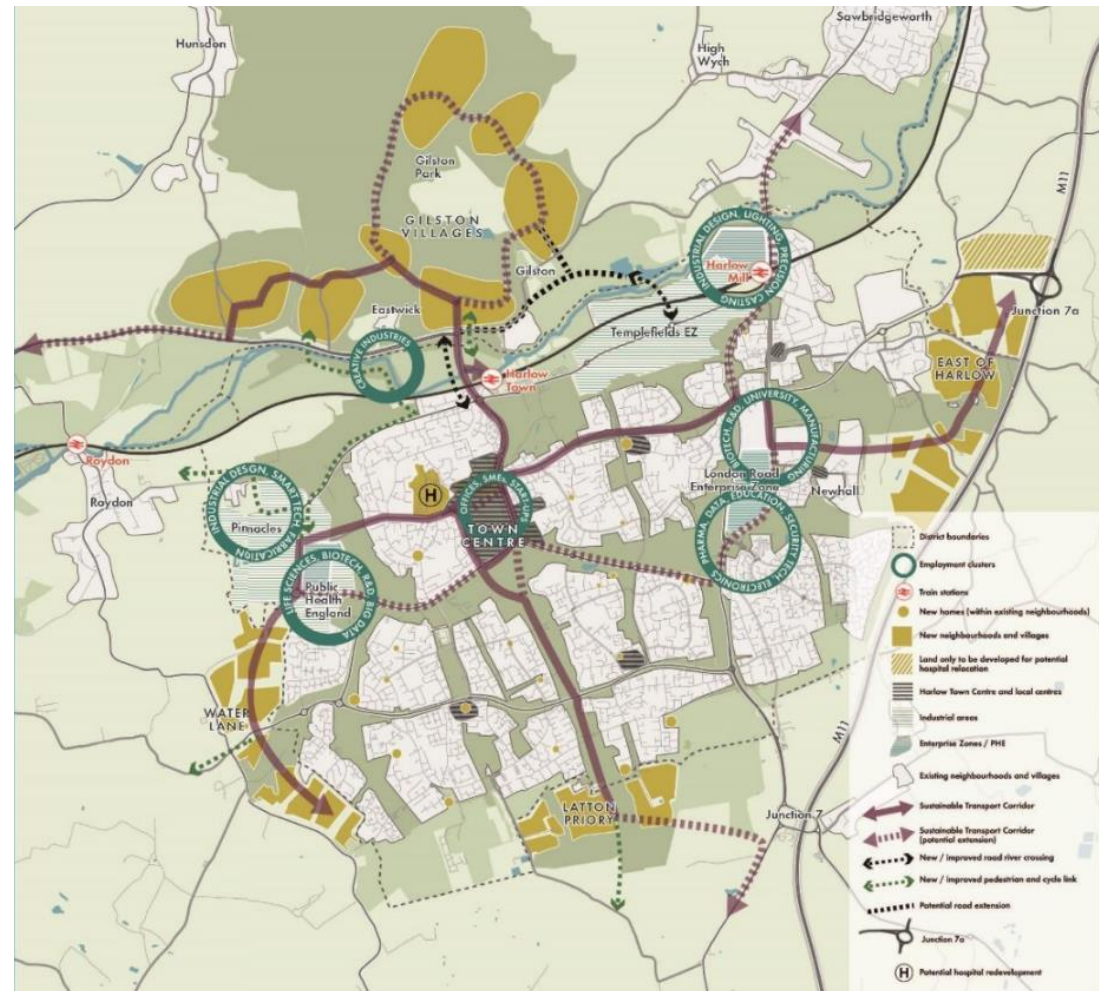
HGGT Planned Development

HGGT growth in number of homes



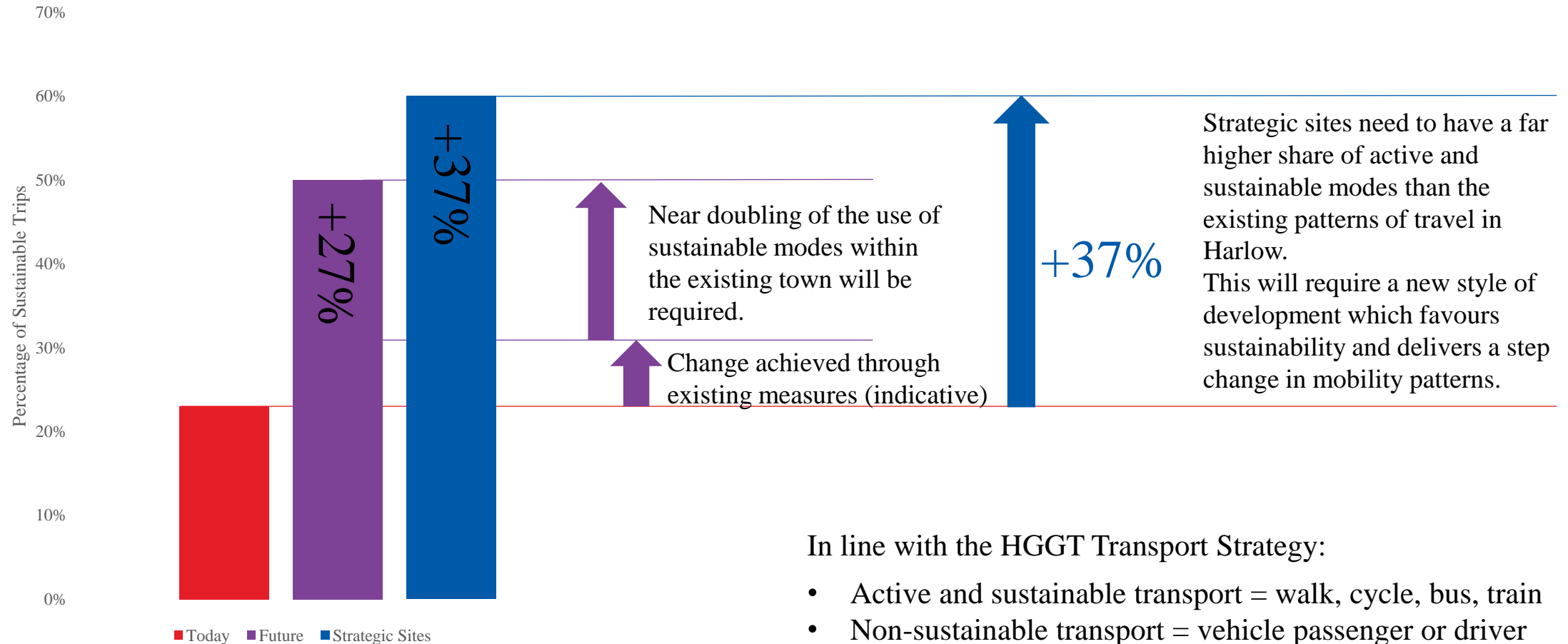
N.B. 2033 Harlow homes is an approximation from 16,000 total

A key pillar of the planning and development approach for HGGT is the significance of sustainable transport modes and how a change towards their use can be delivered and achieved.



Baseline Transport Profile

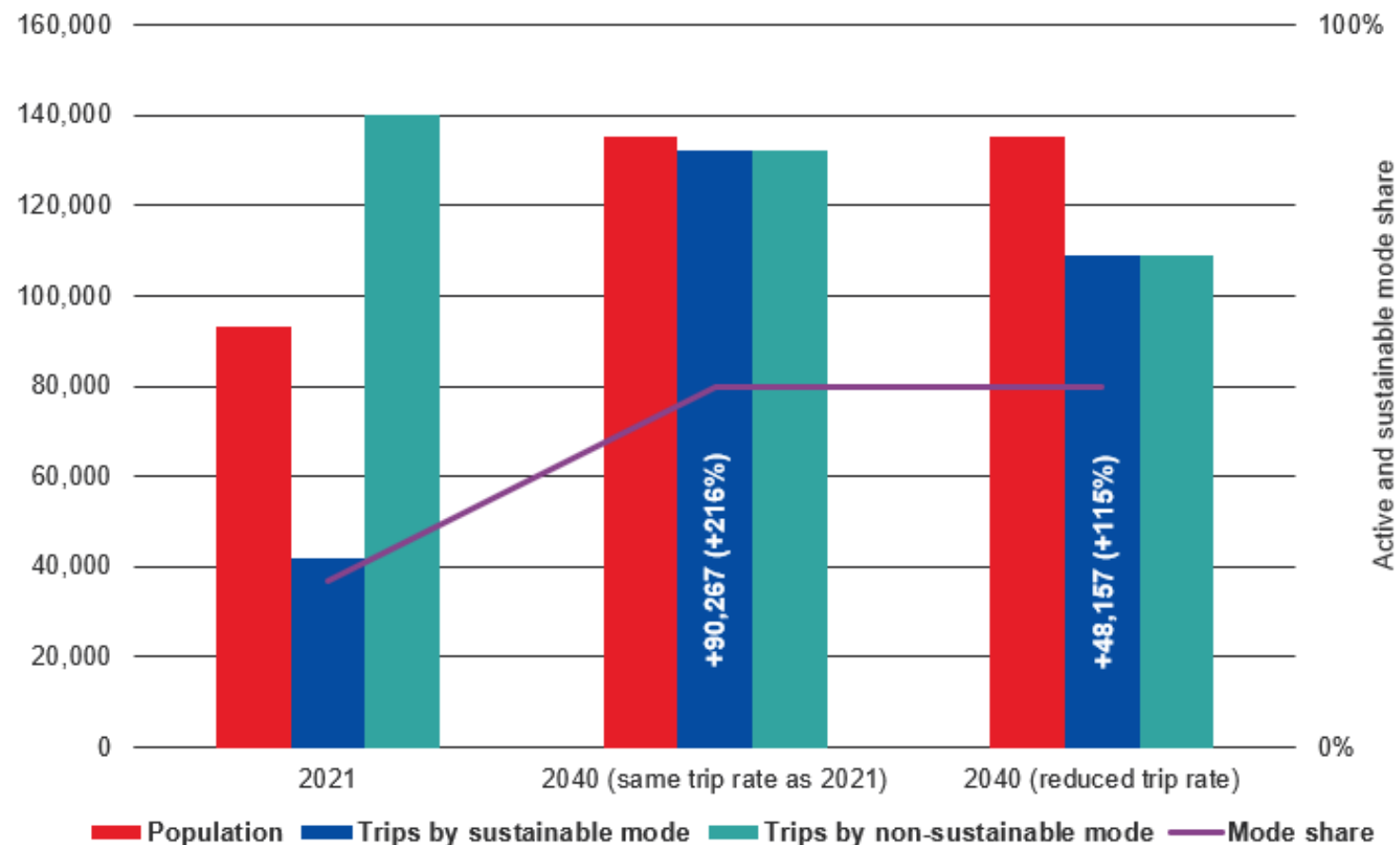
The challenge – mode shares



Baseline Transport Profile

The challenge – demand

- A significant increase in the number of trips to be made by sustainable modes:
 - +90,267 (+216%) trips per day if there is no reduction in the trip rate (trips per person per day)
 - +48,157 (+115%) trips per day if there is a reduction in the trip rate (trips per person per day)
- The capacity of the active and public transport network will need to match this anticipated demand
- The reduction in the non-sustainable mode share results in non-sustainable trips reducing moderately from 2021 with the growth projections



2021 trip rate: 1.95 trips per person

Reduced trip rate: 1.61 trips per person (1% reduction per year)

4. Reimagining Travel

Themes



Roads, Streets and Neighbourhoods

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Increasing Bus Use



Increasing Shared Mobility and Active Travel

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Targeted Engagement Programmes

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Rebalancing the Cost of Travel

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Sustainable Freight and Delivery

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5. Scenarios

Scenarios

Strategy, Programmes and Interventions

Three scenarios have been developed to provide an indication of potential pathways to achieving the HGGT objectives.

Scenario	Falling behind achieving the objectives for HGGT (BAU)	Trailing the target timeframes but progressing towards the objectives for HGGT (Ambition)	On track to achieve the objectives for HGGT (Exemplar)
Summary	No significant changes beyond committed infrastructure and developer funding for new infrastructure and only a small behavioural change programme in place.	Delivery of some targeted interventions has been achieved, however more controversial and higher cost schemes not delivered.	Difficult decisions regarding the delivery of more controversial and higher cost schemes have been made which reinforces growth in active and public transport through improved services and land use change.

Scenarios

Exemplar Scenario: Harlow

In this scenario, the objective for the HGGT area is achieved by 2035 and overall vehicle trips across HGGT are below today's level, ensuring traffic and congestion levels do not increase.

Using available resources, HGGT successfully delivers interventions that contribute to the objectives in the short term and in response to this approach, the HGGT area continues to receive significant funding from Local and Central Government to deliver further improvements.

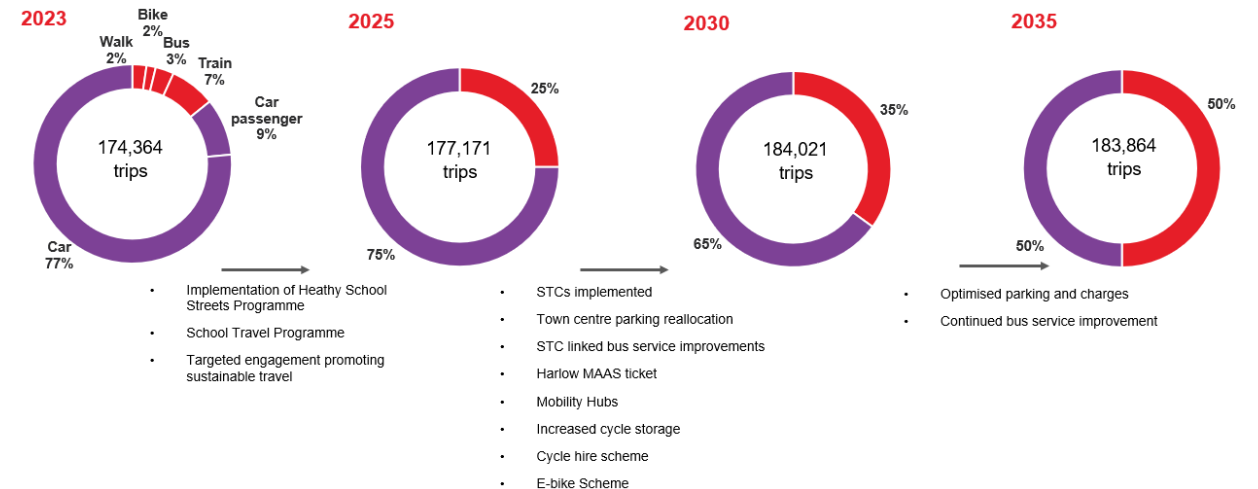
The timely delivery of interventions, such as STCs and improved public transport, increases public support for further interventions and support for the ongoing cost of subsidised public transport. The HGGT area's roads become less congested which in turn enables the re-prioritisation of road space in the high streets and town centre to development and supporting active transport. Lower traffic and greater bus priority supports the bus networks performance and makes the HGGT area a more attractive place to walk and cycle.

Working from home has a sustained impact on how often people choose to commute and local travel increases substantially, typically by walking or cycling. E-bikes are particularly popular for travel to mobility hubs over middle distances, combined with an improved bus network supported by DRT in lower density areas.

Trip type	Walk	Cycle	Rail / Bus	Car	Car passenger
Commuting and business	Minor change	Major change	Major change	Major change	Major change
Education or education escort	Major change	Major change	Major change	Major change	Major change
Shopping and leisure	Major change	Minor change	Major change	Major change	Major change

Minor change Major change

Active and sustainable modes
 Walk Cycle Bus Train Car Car passenger



By 2040:

- 10,389** additional total daily trips
- 52,472** additional daily trips by active and sustainable modes
- 42,083** fewer daily trips by car modes

27% increase in active and sustainable mode share

Scenarios

Exemplar: Strategic Sites

In this scenario, the objective for the strategic sites is achieved by 2035.

The strategic sites are designed in such a way that supports high active and public transport travel for all trip types, growing the active and sustainable mode share quickly from 15% to 47% to 2030. The objective is further advanced up to 2035 due mostly to implementation of parking policies which discourage short vehicle trips and high-quality walking and cycling routes.

Initially lower rates of public transport take up are seen as service levels builds as demand increases. Developments are attractive to new and existing residents partially because of the sustainable lifestyle they deliver for residents.

Short trips are concentrated on walking and cycling, this includes access to schools, retail and local leisure facilities. Cycling occurs along dedicated cycle routes and local streets and safe storage is provided at key locations.

For journeys into Harlow and onwards, many residents use the high-quality turn up and go local bus provision utilising the STCs or an expanded DRT to get to the town centre and for regional connections via the train or bus station.

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Commuting and business	Minor change	Major change	Major change	Major change	Major change
Education or education escort	Major change	Major change	Major change	Major change	Major change
Shopping and leisure	Minor change	Major change	Major change	Major change	Major change

Minor change Major change

By 2040:

68,320 additional total daily trips

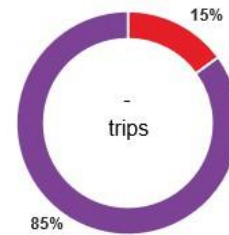
40,992 additional daily trips by active and sustainable modes

27,328 additional daily trips by car modes

60% active and sustainable mode share

Active and sustainable modes

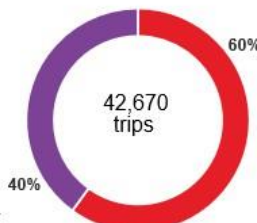
2025



2030



2035



- As per Harlow interventions ,plus:
- Residential Travel Plans
- Villages DRT

- As per Harlow interventions, plus:
- Designed in mitigation to new developments
- Strategic Sites Parking Policy

6. Summary

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