

Luton Transport Plan consultation: Additional observations

Online response is
on following 4 pages

These responses are made on behalf of the Herts & Beds Division of Railfuture.

We have completed the online response survey but did not have the opportunity to make a number of points, as there was no suitable question to link our observation to. Our comments are as follows:

1. We agree that improved options & possibilities for walking & cycling to railway stations is a very important goal; as part of this it is essential to work with the train operator so as to provide sufficient secure storage at the station, including it being of a quality to protect more expensive e-bikes – which allow rail travellers to both come from further away by cycle and, by reducing exertion levels, allow use without a change of clothes. We believe an ability to charge e-bike (and e-scooter) batteries is only a limited requirement; a ‘nice to have’ for many as the home will be the natural recharge point for them; but some will find it difficult though, and for them battery charging at the station is important. A comprehensive provision of a route between a group of homes and a Railway Station (or Employment location etc) is essential. We believe that, as an interim milestone [rather than final goal], it is better that it is ‘good’ for 100% of the journey for 50% of possible users, rather than 50% of the journey for 100% of users. In practice, the trade-off is not quite so clear, but the concept remains valid; this is because of the deterrence factor of significant risk points such as (perceived) dangerous junctions en-route.
2. As regards the car vs other forms of transport, we believe it important to consider the totality of these non-car options – the aggregation of walk, cycle/e-cycle, e-scooter bus & train etcetera as the travel choice for the end to end journey. The ability to use car clubs and the like where there is no other alternative to personal transport is also important.
3. We welcome the plan to make improvements to both Leagrave and Luton (Town) stations – the latter, in particular, needs to become a much more appealing option as a gateway to the Town. In both cases, accessibility improvements (such as lifts) are also essential.
4. We strongly agree with the plans for improved ticketing. Tickets that are valid across multiple platforms – eg a single ticket to travel from London to Dunstable by train then busway are essential. It is important that combined tickets do not:
 - a. Mean that users need to acquire another physical token such as a dedicated Smartcard. The ability to use Smartphones and other operators Smart Cards, such as GTR’s The Key are essential.
 - b. The possibility of through tickets on other mediums such as QR Codes also needs to be supported for occasional users – eg those travelling longer distances.Combined tickets should also be easily purchasable for journeys that start on the bus – eg a return journey to London.
5. Whilst travel by rail is generally not a natural candidate for journeys within Luton, the possibility of encouraging the option Walk / Cycle to Leagrave > Train to Luton Airport Parkway > DART to the Airport [and vice versa] might be encouraged, in view of the speed of the journey across Luton Town centre.
6. We note the aspirations for two Park & Ride hubs. The possibility of using land immediately adjacent to Luton Airport Parkway station might be contemplated, particularly if it gives access to National and Regional funding through encouraging a switch to rail at that station, as well as reducing traffic in Luton Town Centre.
7. We support the aspiration for the retention of long distance EMR Intercity services at Luton (Town or Airport Parkway); changes in travel patterns post Covid-19 might mean there is more opportunity to pursue this.

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Response ID ANON-KVHD-JEET-N

Submitted to Luton Transport Plan consultation

Submitted on 2020-11-15 20:30:06

Transport strategy and policies

1 A draft Climate Change action plan, agreed in January 2020, set out the following opportunities to reduce carbon emissions. How successful do you feel each will be in reducing carbon emissions? Please rank these from 1 to 6, where 1 is most successful and 6 is least successful.

Ranking question - Encourage more cycling and walking both by providing infrastructure and training:

1

Ranking question - Encourage more use of buses/trains including incentives to travel by these modes:

2

Ranking question - Investigate options to discourage cars from the town centre (e.g. user charging):

Ranking question - Introduce measures to reduce traffic around schools (e.g. Traffic Exclusion Zones):

Ranking question - Promote the benefits of 'shared transport' including car share, electric scooters:

3

Ranking question - Provide more charging infrastructure for electric vehicles:

4

2 Given that half of all journeys to work for people who live or work in Luton are less than 5 miles, do you consider that by 2040 a tenfold increase in cycling and to double walking is achievable?

Yes

Please explain your answer:

However, the nature of the challenge must not be underestimated and significant investment will be required. To achieve such growth the total end to end journey will also need to be pleasant / low worry - eg zero 'bad junctions', narrow roads etc. And safe and secure storage at the destination will be essential. For some, additional cycle storage possibilities at their home will be essential.

3 10. Section 7.2.2 of the Transport Strategy sets out our approach to cycling and walking (see also section 10.2 of the Transport Policies).

The focus of cycling is to improve connectivity to Luton town centre, rail stations and the hospital, together with employment, Further Education and leisure facilities, and for walking is to improve connectivity within 2 miles of the town centre and to schools. Do you agree or disagree with our approach to cycling and walking?

Agree

Please explain your answer:

This seems sensible. From the perspective of the Rail User, providing both safe routes to the station and sufficient secure storage there will be essential. The post Covid-19 changes to train use may provide the opportunity for some of the restrictions on taking (non folding) cycles on the train to be revised. Railway Station storage facilities should be sufficiently secure and weather proof for users to feel safe leaving more expensive e-bikes there. For walking, to 'town centre and to schools' should be added to the 2 railway stations that are not in town centres (as defined by the image on page 77)

4 Section 7.2.3 of the Transport Strategy proposes the following measures to improve bus services (see also section 10.3 of the Transport Policies). How important are these measures to you? Please rank from 1 to 6 where 1 is most important and 6 is least important.

Rank improvements to bus services - Provide bus services to key employment sites (e.g the airport and the L&D hospital):

Rank improvements to bus services - Proposed Workplace Parking Levy could be used to improve bus services (including at evenings/weekends):

Rank improvements to bus services - More efficient operation of council-run bus services to schools/ community centres:

Rank improvements to bus services - Better integration between council bus services and commercial bus services:

Rank improvements to bus services - Hip-Hop bus ticket to be a Smart Card, integrated with other transport (e.g. train, taxis):

1

Rank improvements to bus services - Improve information about bus service timetables and fares:

2

5 In addition to improving walking, cycling and public transport, Section 7.2.4 of the Transport Strategy (see also section 11.2 of the Transport Policies) sets out other considerations to improve the view of the street in local communities. How important are these considerations to you? Please rank from 1 to 4 with 1 being most important and 4 being least important.

Walking improvements ranking - Improved air quality and less traffic noise:

Walking improvements ranking - People feel safer and more relaxed:

Walking improvements ranking - Shade and shelter:

Walking improvements ranking - Places to stop and rest:

6 Section 7.2.7 of the Transport Strategy proposes the introduction of mobility hubs at strategic locations and local centres with a range of shared transport measures (see also section 10.1 of the Transport Policies). How important are these measures to you? Please rank from 1 to 4 where 1 is most important and 4 is least important.

Shared transport measures ranking - Car Club Car share priority parking:

4

Shared transport measures ranking - Cycle and electric scooter parking:

1

Shared transport measures ranking - Close to a bus stop:

2

Shared transport measures ranking - Parcel delivery lockers and cycle delivery service:

3

Mode of travel

7 What was your main mode of transport pre-Covid-19 for the following journeys?

Method of travel - Work:

Method of travel - Essential shopping (e.g. food, medication):

Method of travel - Non-essential shopping (e.g. clothes):

Method of travel - Leisure and social:

8 What was your main mode of transport during lockdown for the following journeys?

travel habits during lockdown - Work:

travel habits during lockdown - Essential shopping (e.g. food, medication):

travel habits during lockdown - Non-essential shopping (e.g. clothes):

travel habits during lockdown - Leisure and social:

9 How are you travelling now for the following?

Travel habits now - Work:

Travel habits now - Essential shopping (e.g. food, medication):

Travel habits now - Non-essential shopping (e.g. clothes):

Travel habits now - Leisure and social:

Length of journeys

10 Typically how long were journeys pre-covid for the following trips?

Length of journeys - Work:

Length of journeys - Essential shopping (e.g. food, medication):

Length of journeys - Non-essential shopping (e.g. clothes):

Length of journeys - Leisure and social:

11 Typically how long were journeys during lockdown for the following trips?

Length of journeys - Work:

Length of journeys - Essential shopping (e.g. food, medication):

Length of journeys - Non-essential shopping (e.g. clothes):

Length of journeys - Leisure and social:

12 Typically how long are your journeys now for the following trips?

Length of journeys - Work:

Length of journeys - Essential shopping (e.g. food, medication):

Length of journeys - Non-essential shopping (e.g. clothes):

Length of journeys - Leisure and social:

Frequency of travel

13 How often did you go out for the following pre-covid?

Frequency of travel - Work:

Frequency of travel - Essential shopping (e.g. food, medication):

Frequency of travel - Non-essential shopping (e.g. clothes):

Frequency of travel - Leisure / social journeys:

14 How often did you go out for the following during lockdown?

Frequency of travel - Work:

Frequency of travel - Essential shopping (e.g. food, medication):

Frequency of travel - Non-essential shopping (e.g. clothes):

Frequency of travel - Leisure / social journeys:

15 How often do you go out now for the following?

Frequency of travel - Work:

Frequency of travel - Essential shopping (e.g. food, medication):

Frequency of travel - Non-essential shopping (e.g. clothes):

Frequency of travel - Leisure / social journeys:

16 Do you have or look after children who go to school?

Not Answered

For all of your travel journeys

22 Thinking of all of your travel journeys, how strongly do you agree or disagree with the following statements?

statements - Satisfactory measures are in place to protect public transport users on the bus/train:

Agree

statements - I feel safe using public transport:

Agree

statements - I will only use public transport if further safety measures are introduced:

Strongly disagree

statements - I think hand sanitiser should be available on buses/trains, at stations, and at stops:

Strongly agree

statements - I cycle and walk more rather than use public transport:

Don't know

statements - I drive more rather than use public transport:

Don't know

23 Thinking of all your travel journeys has the Covid-19 situation changed your travel behaviours?

Please explain how and why:

As a Rail User Group, our perspective is that leisure travel has reduced significantly - in part because people are not travelling to destinations where rail travel is a natural choice and in part because of concerns with safety. Once the pandemic is largely behind us (whenever that might be), we think leisure travel will return to near historic levels.

For work and business travel, current reductions are more severe and we think there will be permanent changes for some business sectors. These will consist of less demand for some sectors (eg retail) and the move to more mixed home and workplace working (many office jobs).

Conversely, some people may now be prepared to travel further to work, if they only need to do it two or three times a week.

About you

24 Section 7.2.5 of the Transport Strategy introduces the concept of different socio-economic profiles in various part of Luton based on Experian's Mosaic 'Persona' groups (see Appendix A of the Local Transport Plan for more details). Which of these groups do you feel best describe you or your household?

Not Answered

25 Which of the following groups best describes you?

Not Answered

26 What gender do you identify with?

Not Answered

27 Which age group do you belong to?

Not Answered

28 Do you have /or are have you been classed as having a disability?

Not Answered

29 Please state which of the following best describes the disability. please tick all that apply Other, please explain: