Local Transport Plan

2011 – 2031

Volume 2 Policy Document

April 2011

Hertfordshire

HERTFORDSHIRE COUNTY COUNCIL

LOCAL TRANSPORT PLAN 3

VOLUME 2

TRANSPORT POLICY DOCUMENT

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1. Introduction

This policy document, Volume 2 of Hertfordshire county council's LTP3, sets out the county's main transport policies. The overall strategy is explained in Volume 1 of the LTP which presents the county's approach to transport and the vision, goals and challenges that the county wishes to achieve and the reasons for it. The challenges are repeated here in part 2.2 for completeness.

The remainder of this document contains a complete compendium of the county's transport policies (known as tactical policies) which the county intends will lead to achieving the challenges of the strategy. The policies are highlighted in grey boxes with explanatory notes where appropriate. The policies which address individual challenges are listed in Appendix 1.

The policies relating to network management and management of the highway assets are included as part of the transport policies but the detailed operational policies and guidance which relate to how aspects such as highway maintenance will be implemented (for example the guidance set out in '*Roads in Hertfordshire*') are not included here.

In some instances the transport policies, for example Urban Transport Plans, Walking and Cycling, are supported by a Strategy or Plan which provide more detail on how the policy is to be implemented and on the operations envisaged. These Strategies and Plans are daughter documents to the LTP but will not all be fully developed by April 2011. A full list of the proposed LTP Daughter Documents is provided in Appendix 2.

In setting out the overall strategy towards transport in the county over the next 20 years the LTP will provide a framework not only for the county council but for all who are engaged in the development of Hertfordshire and the provision and use of the transport network.

The overall approach the county council is taking to achieve the challenges of the LTP and therefore arrive at the policies in this document is one of promoting alternative travel modes to the car and the efficient management of the network as explained in Volume 1 of the LTP. However in applying the approach and implementing the policies the county council will have to recognise certain priorities, not least the availability of funding.

In order to ensure that the county council meets its challenges and to ensure best use of available resources, a number of Highway & Transport Programmes have been developed. These are set out in detail in the Highways and Transport Programme Entry Guidance. The LTP Implementation Plan summarises the main elements of these programmes.

To ensure that the county council's vision becomes a reality over the next 20 years, focus on the strategic priorities is essential. The success of the county council in delivering these priorities will be measured against a number of indicators deriving from the National Indicator set and some locally defined measure and targets as set out in the Local Transport Plan Volume 1.

The policies contained in this policy document have been subject to appraisal under the Strategic Environmental Assessment process as described in Volume 1 of the LTP and the results assimilated into the finalised document. Policies will be reviewed during the plan period as appropriate in the light of changing circumstances and the programmes for development will be reviewed annually as part of the Implementation Plan.

2. Transport Approach and Challenges

2.1 Hertfordshire's Approach to Transport

The third Local Transport Plan marks a shift in approach for the county council. The key transport issues in Hertfordshire remain the same: tackling peak-time congestion, maintaining roads, reducing casualties, supporting economic growth and maintaining access to key services. However the prospect of higher demand and fewer resources, plus the need to address climate change, has meant that we need to look for different ways to meet these challenges.

This plan will see less emphasis than the original LTP2 on building new roads, or making major changes to existing roads, instead placing a much higher priority on making better use of the existing network.

A key element of the plan is "intelligent transport systems". Measures such as optimising traffic signals and providing real-time information will help network managers and motorists make the best use of our roads. The same systems will provide up-to-the-minute information on buses and trains, encouraging motorists to consider using other forms of transport. This encouragement will be reinforced through co-ordinated programmes of travel plans for businesses, schools, railways stations and for individuals. Above all, the aim is to make everyone aware of all the travel options available and the consequences of the choice that they make.

Small scale highway improvements will be promoted to support local communities, economic regeneration and safety, with the priority given to sustainable and healthy, transport such as walking and cycling. These schemes will be identified through the continuing programme of urban transport plans developed with the local community, which are also tools to secure external funding.

Major new road schemes such as bypasses will normally only be built through external funding where new development generates significant new traffic flows. New Infrastructure will be necessary during the plan period and is essential for passenger transport improvements. The county council is presently the leading partner in the Croxley Rail Link project to link Watford town centre to the Metropolitan London Underground and is engaged in the planned major improvements to Watford Junction Interchange and the Abbey Line.

In the short term at least, it is anticipated that the transport network will look similar to today, but it will be used in a much smarter way. The travelling public will be empowered through information to make sustainable transport choices, and transport providers will be able to respond to these.

2.2 LTP Challenges

The county's approach to transport set out in the previous section is currently articulated through the five goals and thirteen challenges of LTP3.

The 5 goals and 13 challenges of **Local Transport Plan 3** have evolved from those previously established by the Department for Transport. The national goals and challenges were developed through consultation with local, regional, national groups and organisations, and the public and the counties have similarly been subject to wide consultation.

The Hertfordshire goals and challenges reflect:

- The **Sustainable Community Strategy** published by Hertfordshire's Local Strategic Partnership, Herts Forward, and this document contains a chapter entitled Transport and Access which included five long term objectives and 6 short term actions for transport in Hertfordshire. It will be refreshed during the lifetime of this LTP.

- The county council's **Corporate Plan 2009/12** which sets out key corporate challenges for the authority in response to a detailed evidence base and following comprehensive consultation with the public and other stakeholders.

The **5 HCC goals and 13 HCC challenges** are laid out below reflecting the priorities of Hertfordshire:

GOAL Support economic development and planned dwelling growth

Challenge 1.1 Keep the county moving through efficient management of the road network to improve journey time, reliability and resilience and manage congestion to minimise its impact on the economy.

Challenge 1.2 Support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity.

GOAL - Improve transport opportunities for all and achieve behavioural change in mode choice

Challenge 2.1 Improve accessibility for all and particularly for non car users and the disadvantaged (disabled, elderly, low income etc).

Challenge 2.2 Achieve behavioural change as regards choice of transport mode increasing awareness of the advantages of walking, cycling and passenger transport, and of information on facilities and services available.

Challenge 2.3 Achieve further improvements in the provision of passenger transport (bus and rail services) to improve accessibility, punctuality, reliability and transport information in order to provide a viable alternative for car users

GOAL Enhance the quality of life, health and the natural, built and historic environment of all Hertfordshire residents

Challenge 3.1 Improve journey experience for transport users in terms of comfort, regularity and reliability of service, safety concerns, ability to park and other aspects to improve access*.*

Challenge 3.2 Improve the health of individuals by encouraging and enabling more physically active travel and access to recreational areas and through improving areas of poor air quality which can affect health.

Challenge 3.3 Maintain and enhance the natural, built and historic environment managing the streetscape and improving integration and connections of streets and neighbourhoods and minimising the adverse impacts of transport on the natural environment, heritage and landscape.

Challenge 3.4 Reduce the impact of transport noise especially in those areas where monitoring shows there to be specific problems for residents.

GOAL Improve the safety and security of residents

Challenge 4.1 Improve road safety in the county reducing the risk of death and injury due to collisions.

Challenge 4.2 Reduce crime and the fear of crime on the network to enable users of the network to travel safely and with minimum concern over safety so that accessibility is not compromised.

GOAL Reduce transport's contribution to greenhouse gas emissions and improve its resilience.

Challenge 5.1 Reduce greenhouse gas emissions from transport in the county to meet government targets through the reduction in consumption of fossil fuels.

Challenge 5.2 Design new infrastructure and the maintenance of the existing network in the light of likely future constraints and threats from changing climate, including the increasing likelihood of periods of severe weather conditions.

3. TRANSPORT POLICY

3.1 Access to services (Accessibility and Social Inclusion)

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Accessibility in terms of local transport planning is defined (by the Department for Transport) as people being able to access key services at reasonable cost, in reasonable time and with reasonable ease. Such a standard of access by appropriate transport to the key services of health, learning, work, food shopping and leisure is important for all residents.

Accessibility is not just about the existence of transport services, but whether they are available to those who require them, whether they are acceptable in terms of comfort, whether they are affordable for those on low incomes and not in receipt of concessionary fares. For example low floor buses are essential for accessibility by wheelchairs but have limited capacity.

The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services by sustainable modes of transport, typically walking, cycling and passenger transport, by:

A. Working with a wide range of partners to coordinate the provision of passenger transport services and community transport in order to improve accessibility to key services. The county council will use its powers to enhance service provision through reviewing bus and rail contract specifications and will support the voluntary sector to provide transport services that improve accessibility for disadvantaged groups.
B. Seeking to improve access to key services by improving access for pedestrians and cyclists, enhancing passenger transport infrastructure and promoting and providing adequate parking facilities for people with disabilities.
C. Seeking to improve the accessibility of new developments through its highways' development control advice and will encourage innovation in its own services contributing to improved accessibility for disadvantaged groups
D. Ensuring the provision of up to date and accessible transport information aimed at all disadvantaged groups and using a variety of media.
E. Ensuring that all highway schemes seek to improve accessibility through good design, removal of unnecessary physical barriers and provision of enhancements to encourage sustainable travel.

Explanatory Notes

Key services in relation to improving access include health facilities, schools, community facilities, such as town centres and local parades of shops, libraries and leisure centres, parks and playgrounds, and passenger transport interchanges. Other services may be considered key in appropriate circumstances.

While this is the overall aim for the county, actions as regard access to services will focus on the needs of potentially socially excluded groups and non-car users to promote social inclusion and address the needs of disadvantaged groups. There will though, be positive benefits for the wider community from nearly all interventions in this area.

The groups currently considered a priority are:
- Elderly and Physically Disabled.
- People with learning disabilities.
- People on low incomes.
- Young people (25 years and under)
- Residents living in rural
- parts of Hertfordshire without access to a car.

The county council will seek to improve accessibility and address social exclusion in five key topic areas and will design, commission and provide appropriate information, infrastructure and transport services to meet the specific needs of identified disadvantaged groups. It should be noted that this policy includes access to services in rural areas where significant accessibility difficulties exist.

A.   Provision and co-ordination of passenger transport services and community transport.

In support of this the county council will seek to:

i)   Work with commercial operators, bus and rail, to seek to improve the quality of the existing passenger transport network (see section 3.16 of this document) making it more responsive to people's needs, more flexible and accessible, well marketed, integrated and reliable.

- Continue to raise the quality of vehicles through higher contract specifications
- Support passenger transport providers to ensure that full customer care training is made available to all staff, including those specialised elements that concern disabled customers.
- Encourage the Borough/District councils to incorporate the needs of disabled people and the mobility impaired in their provision for taxis and their policies for taxi vehicle and driver standards.
- Develop and support measures to enable disadvantaged people to access work, education and leisure.

ii)   Where residents are unable to get to, or onto, existing passenger transport provision the county council will promote, develop and support a range of transport schemes that meet the needs of disadvantaged groups and residents.

- Provide advice and appropriate financial support to the voluntary sector promoting further development of community transport.
- Support the Herts Integrated Transport Partnership with the aim of providing a one-stop approach to transport for people who have a medical or social need for transport.

- Work in partnership with Borough/District councils, other local authorities, health authorities, statutory agencies, commercial bus and train operators, and the voluntary sector to develop and co-ordinate transport provision in rural areas where passenger transport provision is poor and where door to door health and social car schemes are appropriate.

B.   Access to Key Services

In support of this the county council will:

- Improve the passenger transport network and supporting infrastructure through its development control function, when new developments are proposed.
- Work closely with the District/Borough councils to agree adequate parking enforcement strategies and ensure that the needs of the disabled are considered (prioritised) in all parking proposals (principally Controlled Parking Zones and Special Parking Areas) and to prevent vehicles impeding the footway.
- Consider measures that will help people to walk and cycle such as dropped kerbs, improved signage, better crossing facilities and appropriate resting facilities.

C.   Increase the range of services that people can reach using sustainable transport modes including taking the services to the people.

In support of this the county council will:

- Seek to both improve transport links to services and to locate services nearer to residents.
- Promote liaison between planners and developers to ensure that residents in existing and proposed residential developments can access key services using sustainable modes of transport (using developer contributions wherever possible).
- Continue to promote accessibility schemes emerging from work with parishes and villages and consider them alongside schemes emerging from within the Urban Transport Plan and the Rural Strategy processes.
- Work with public sector partners such as Primary Care Trusts and Adult Care Services to bring services to residents

D.   Design and provision of information

In support of this the county council will:

- Ensure that the provision of transport information is consistent with the needs of the wider community including disabled and mobility impaired residents, people with reading or learning difficulties, rural communities and minority groups.
- Promote and provide walking and cycling information through various media, print and electronic format.
- Work to promote and develop Travellink as a single point of access for those that do not have access to a car or cannot use passenger transport.

- Use the Intalink partnership to promote a greater availability of passenger transport information in appropriate formats such as large print, Braille and foreign languages when requested.
- Maintain a network of outlets for printed information across the county, e.g. one-stop shops, libraries and council offices and work with local groups where they are able to assist in the local distribution of information.

E.   Highway design

In support of this the county council will:

- Continue to support an Accessibility Steering Group and the Transport Issues for Disabled People Group which advises the county council on best practice and the implementation of this policy.
- Use the design standards for highway improvements detailed in its document 'Roads in Hertfordshire.'
- Seek to reduce the amount of obstructive street furniture on new highway schemes and existing pedestrian thoroughfares.

Bibliography

- NWCE (2007) *Providing Transport in Partnership – a guide for health agencies and local authorities*
- DfT (2007) *Calculation of core national accessibility indicators 2005*. Final Report.
- ODPM (2003) *Making the connections: final report on transport and social exclusion.* .
- DfT (2002) *Inclusive Mobility. A guide to best practice on access to pedestrian and transport infrastructure*.
- Government Office for the East of England. (Dec 2006) *Regional Transport Strategy in East of England Plan*.

3.2 Airports

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Hertfordshire has two major civil airports immediately over its borders, Stansted and London Luton, plus Heathrow a relatively short distance to the south-west. Passenger flows are particularly heavy on the related radial routes, the M11 and the West Anglia railway line from Stansted to Liverpool Street Station London, and the M1 and the Midland main line from Luton to Kings Cross. Employees are more widely spread using a range of routes to reach the airports including the A120, A1184 and B1004 at Stansted and the A1081, A505 and B653 at Luton.

The Air Transport White Paper published in December 2003 set out the government's then policy for airport development. The intention was that full use would be made of the capacity of existing runways and in addition a second widespaced runway was proposed at Stansted and a full-length runway at Luton. The county council's position remains strongly against these proposals. A new National Policy Statement on Airports due to be published in 2011 will set out a different policy to that of the White Paper.

A. The county council is opposed to new runway development at Luton and Stansted Airports.
B   Should any future development and growth in passenger numbers at either Stansted and Luton Airports be promoted, the county council will seek the provision in Hertfordshire of adequate supporting surface access infrastructure and services to meet the needs of airport users while minimising the impact on local and other travellers. The county council will seek assurance that the funding of such improvements will be in place before growth occurs.
C. The county council will promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes**.**

Explanatory notes
The county council will seek to implement the policy as regards surface access through working with the airport operators on the Airport Surface Access Strategies and with transport providers and authorities to improve access. In particular it will look to realise the potential for coach services to link parts of the county to the airports and promote improved rail services from Hertfordshire stations to Stansted. The council's influence over the provision of infrastructure and services on this scale is limited but it will work with neighbouring authorities to maximise its influence.

The county council will consider the implications of the Airports National Policy Statement when it is published. Consideration will include the above policy, which relates to expansion proposed in the 2003 Air Transport White Paper, and the county Corporate Plan 2009/2012 which in seeking to tackle climate change states that it will look to resist airport expansion and mitigate the impact of air traffic.

Bibliography
- *Air Transport White Paper (Department for Transport) 2003*
- *Airport Surface Access Strategies*

3.3 Casualty Reduction and Prevention

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council has a statutory duty under the Road Traffic Regulations Act 1988 (section 39) that requires authorities to develop programmes to address their known accident problems. This statutory obligation states that once studies have been carried out on specific accidents the authority must, in light of those investigations, take measures that appear to it to be appropriate to prevent such accidents recurring. In addition when a fatal accident occurs on a public highway, the police will investigate the incident as an 'unlawful killing'.

Nonetheless it is axiomatic that 'human beings make mistakes. When people make those mistakes on the roads, the consequences can be grave, even fatal, for themselves or for others.'[1]

The number of collisions and casualties in Hertfordshire has seen significant reductions over the last decade but every day adults and children are injured and sometimes die while using the transport network in the county.

The county council will:

Minimise the number of people killed or seriously injured on the county's roads through:
A   Targeted activity using latest data analysis techniques and measures
B   Promoting a mix of engineering, education and enforcement activity focused on casualty reduction and prevention
C   Working with partners to develop and deliver targeted and appropriate measures and messages

Explanatory notes

Policy statement A: Data Analysis
Police Stats 19 data has been used for many years to establish patterns and locations for safety measures and it will continue to provide the base data that underpins scheme selection. Emphasis is placed on using data where road users have been injured or killed on roads in the county rather than where damage only collisions have occurred. Analytical tools are now available to help target interventions according to risk and likelihood of involvement in injury collisions and they will be increasingly used to develop specifically targeted educational activity.

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[1] A Safer Way, DfT consultation doc, April 2009.

Policy statement B: Engineering, Education and Enforcement

Although traditional, engineering, education and enforcement measures, including safety cameras, have been effective in reducing injury collisions and casualties in the county (and will continue to be implemented through the promotion of collision and casualty prevention and reduction programmes). New data tools will help to specifically target education interventions at a very local level.

The county's Speed Management Strategy (section 3.24) considers the setting and enforcement of speed limits.

Policy statement C: Partners

DfT guidance specifically directs local authorities to develop strategies with partners, such as the police and the other emergency services, who will continue to be crucial partners in delivering road safety improvements. The Strategic Road Safety Partnership currently has representation from HCC, Police, Fire and Rescue, PCT, and the Highways Agency.

There are other specific safety aspects that the council seeks to address. These can range from powered two wheelers (see section 3.17) to mobility scooters that have dangers for both the users and other road users. Detail on the implementation of the county's safety policies and the criteria for interventions is set out in the Road Safety Strategy 2011, a daughter document of the LTP.

3.4   Climate Change: Emissions Reduction and Climate Risk

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Climate change affects all aspects of our society, economy and environment. It has serious implications for transport which is a major source of emissions (and hence a contributor to climate change), as well as also being at risk from the physical impacts of climate change itself through extreme weather events and gradual changes in temperatures and rainfall over time.

The climate change agenda has been one of the most rapidly expanding areas of policy over recent years for both central government and local authorities. The passing of the Climate Change Act (2008) introduced the requirement of an 80% reduction in emissions from 1990 levels by 2050 and an obligation upon the public sector in particular to assess its vulnerabilities to the impacts of climate change. This was a clear statement from central government on the need for action and this has been directly passed down to local authorities both in terms of legislative requirements and statutory obligations.

The county council's Corporate Plan (2009-2012) recognises the need to reduce emissions, including the need to tackle traffic congestion, and also the need to prepare for potential climate change impacts. Both issues apply to transport and are therefore key elements of the county's transport policies.

Emissions - Mitigation

Transport in Hertfordshire makes up just over a quarter of the county's assessed CO_2 emissions (27%) and over a third when traffic on Trunk Roads and Motorways is included (37%)[2]. The overall level of emissions needs to be substantially reduced to meet the government's target, with emissions reductions achieved through a mixture of reducing traffic mileage, reducing the emissions from individual vehicles (through technological advances) and maintaining free flowing traffic at appropriate speeds.

The county council will seek to:

A.   Promote a change in people's travel behaviour to encourage a shift in journeys from cars to passenger transport, cycling and walking, which will reduce emissions.
B.   Support the carbon reduction, sustainability and health agenda by encouraging safe walking and cycling for all.
C.   Reduce the level of stop-start conditions through traffic management and other small scale interventions.

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[2] Department of Energy and Climate Change 2008, figures for 2007:
county roads - 1,845 kt CO2, 27% of county emissions;
all roads - 2,944 kt CO2, 37% of county emissions.

D.   Promote reduced use of fossil fuels in transport through driving styles, more efficient engines and new technologies.
E.   Promote the use of cleaner fuels and technologies by bus operators and the local authority fleets.
F.   Investigate the use of low emission zones.
G.   Support national programmes to reduce transport's contribution to climate change.

These policies apply throughout the Local Transport Plan and other sections of this document contain further information on how they may be realised. The aims of the traffic reduction policies have not changed substantially over the past decade and include the benefits to health from using more active travel modes but the threat of climate change gives fresh impetus to the need to change lifestyles and promote alternative forms of travel.

As well as traffic reduction more efficient engines and driving styles will reduce emissions without changing mileage while new technologies, such as hybrids and electric vehicles, offer further potential for savings. The county council has a limited role in delivering new technologies but will support central government's initiatives where relevant.

The introduction of electric cars is still in an early stage and in the early years of this plan their use is likely to be limited so the county's policy regarding the provision of infrastructure for them (section 3.9 of this document) will need to be kept under review.

Other policies which would help to achieve a reduction in emission levels may also need to be considered later in the LTP3 plan period if the required fall in emissions is not being realised. These could include measures such as road pricing in congested areas and routes, taxing private car parks and other demand management interventions. The value of these measures is not yet proven so they do not form part of the county's transport policies at the present time but will be kept under review.

The county council is required to take account of emissions arising from its own operations. Emission levels from the construction and operation of proposed new infrastructure will be assessed for each project. The required reduction in emissions however is unlikely to be achieved by the county council's policies, promotions and actions alone. It will require the support of transport providers, employers and the public together with all levels of government.

Climate Risk - Impacts of Climate Change

The county council has also to prepare for the impacts of climate change. It is apparent that what might be termed extreme weather phenomena, such as heavy rain and snow, and floods, heat waves and drought, are likely to increase both in terms of frequency and magnitude over the coming decades. Meanwhile we are already experiencing the effects of more gradual changes in temperatures and rainfall (such as a lengthening of the growing season and the implications of this for open/green space maintenance regimes).

The potential impact of these changes in coming years is known as climate risk and must be factored into the design and operation of new and maintained infrastructure, as well as policies and decision-making, to ensure the transport network in Hertfordshire is fit for purpose in the future.

The county council, as part of its response to climate change adaptation, will design, construct, maintain and operate all infrastructure in the light of the risk from a changing climate.   The same principles will be applied to infrastructure provided by other organisations including developers.

The risk from the impacts of climate change will increase over time and must be factored into all long term decisions and planning, that is at least the life time of new and maintained infrastructure. The transport network needs to be resilient to changing weather patterns and extreme events.

The requirements for new road infrastructure in this regard are set out in the county's highways design guide 'Roads in Hertfordshire'. Inevitably as knowledge regarding potential climate change increases then these requirements may need reviewing over the LTP plan period.

3.5 Congestion

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Public surveys suggest that traffic congestion is considered a significant problem in Hertfordshire. Traffic delays, often made worse as a result of collisions, and the uncertainty as to the time any journey might take, are a major concern to local businesses and to bus, coach and freight operators and can badly affect the economy of the county.

Congested traffic results in higher levels of emissions compared with free flowing traffic. This further increases transport's contribution to climate change and reduces local air quality creating air quality problems in congested areas. Congestion can also impact on the environmental character of an area, and deter people from walking and cycling there, and can lead to rat-running on less suitable roads, with all its attendant safety and environmental problems.

Traffic congestion therefore has an adverse impact on all road users but the car is still expected to be the dominant mode of transport in the county and in the country throughout the life of this plan. Congestion will be inevitable where the road capacity is insufficient to meet demands and drivers are willing to accept the resulting delays. It is the county's policy to reduce the need to travel and promote the use of sustainable modes of transport, alongside road user education, training and publicity initiatives. These aim to address this issue while efficient management of the network minimises the local effects.

The county council will identify user priorities on routes across the highway network and seek to:

A. Manage, and where feasible reduce, traffic in congested areas and on congested routes particularly in peak periods.
B. Improve traffic flows and minimise the adverse environmental effects of congestion by using intelligent transport systems, traffic management and small scale interventions.
C. Minimise the effects of road congestion on passenger transport services by introducing bus priority measures.
D. Promote walking and cycling in peak periods by improving the environment for these modes in congested areas.

Managing congestion is a part of the efficient management of the network which underlies all of the county's work as Highway Authority. Information technology and small scale interventions can help address particular problem areas but in the longer term solutions depend on limiting the growth in demand in the peak periods by changing people's attitude to the car and increasing the proportion of journeys by modes other than the car. Improving the travelling environment for these modes, the safety, security, ambience, air quality and so on is therefore an important part of the county's policies.

Congestion and stop-start driving conditions (rolling queues) also have particular impacts on local air quality. Congested traffic can lead pollution levels requiring the declaration of a locality as an Air Quality Management Area (see section 3.18).

Promoting buses, cycling and walking and other sustainable modes (e.g. car sharing) requires interventions that make journeys by those modes quicker, more comfortable practical and safer (or at least perceived as being safer by the user). These interventions will normally be considered as part of an Urban Transport Plan so the priorities and potential conflicts with maintaining free flowing traffic can be fully assessed.

For congested routes between urban areas the council intends to adopt corridor strategies. These are strategies for important routes aimed at making the fullest use of available capacity. In the initial strategies the authority will concentrate on those routes linking the major urban areas defined as the key centres for development and change (KCDCs). These strategies will build on the findings of studies carried out in the region in 2010 (DaSTS[3] studies). Road traffic originating in rural areas also contributes to congestion, and the Rural Strategy will seek to address appropriate issues associated with this.

More controversial measures such as road pricing or limited car parking may need to be considered in the future but are not part of the present LTP policies.

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[3] DaSTS Developing a Sustainable Transport System : Department for Transport 2008

3.6 Cycling

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Cycling is a low cost, convenient, quick, healthy and sustainable form of transport that is well suited to many short to medium distance journeys. Increasing levels of cycling forms an essential part of Hertfordshire's transport strategy.

Cycling is a simple way for people to incorporate more physical activity into their lives and can provide access to jobs, services and recreational opportunities for many people. By replacing trips made by car with cycling there is also the added benefit of reduced emissions and congestion on the highway network. As a result increased levels of cycling in Hertfordshire can make important contributions to the 5 goals of the Local Transport Plan.

The county council will promote cycling through infrastructure improvements and softer measures such as campaigns, information and education and ensure that as far as practicable all of its policies and programmes work together to encourage modal shift to sustainable forms of transport including cycling.

Encouraging modal shift to sustainable modes of transport, particularly cycling and walking, forms a major part of the county's transport policy and service areas other than transport should recognise the importance of cycling through its inclusion in their own policies and programmes. The county council can communicate support for cycling and will seek to address a range of issues including design, maintenance and safety. As part of this work it will develop a funded programme to include developer contributions where relevant.

With the aim of increasing levels of cycling the county council endorsed a detailed cycling strategy in 2007. The strategy includes a comprehensive set of policies with the aim of encouraging more cycling, more safely, more often in Hertfordshire.

The Cycling Strategy was developed around the criteria listed below to provide a framework for delivering increased levels of cycling in Hertfordshire:

Council Commitment to cycling
•   Improving Cycling Infrastructure
•   Cycle training (Bikeability)
•   Marketing and promotion
•   Stakeholder engagement
•   Wider engagement (partnerships with other agencies, including SUSTRANS)
•   Planning (the integration of cycling into land use development)
•   Targets and Monitoring

The full cycling strategy which contains detailed policies and further supporting guidance is available on http://www.hertsdirect.org/ltp. It will be reviewed in 2011/12. The cycling strategy complements the walking strategy and together they address areas of crossover, including the interactions between cyclists and pedestrians.

Recent results from the Department for Transport's investment in Cycling Demonstration Towns has shown that a combination of improved cycling infrastructure and softer measures such as promotion and improved cycle training can deliver significant increases in levels of cycling. Whilst these measures require increased investment they have been shown to provide a high benefit-cost ratio and this provides a strong case for consideration to be given towards making a similar targeted initiative in Hertfordshire should funding become available.

3.7 Developer Contributions - Community Infrastructure Levy

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The Community Infrastructure Levy (CIL) was introduced in the Planning and Compulsory Purchase Act 2008, as a means of seeking contributions to essential infrastructure in a more transparent and effective manner.

Following a series of consultations on the mode of operation of CIL, and consultation in July 2009 on Draft Regulations, the final set of Regulations was published in February 2010, and the legal provisions for the Levy came into being on 6 April 2010. To complement the introduction of CIL, a number of changes to the operation of Section 106 agreements were also introduced, including effectively making the "tests" of Circular 05/05, a legal requirement.

The main provisions of the CIL are as follows:-

- The system is based on the principle that new development should help pay for the cost of infrastructure it gives rise to, with payment based on a simple formula relating to the size and character of the development being charged, applied to most development with some exemptions (e.g. householder applications)
- CIL will be charged and collected by those who prepare development plans, so in England this will include the district councils and unitaries but not county councils
- The definition of infrastructure should be wide enough for charging authorities to decide what infrastructure is appropriate to their area
- Regulations allow the pooling of contributions by charging authorities to deliver sub regional infrastructure in the context of delivering their development plans
- The Regulations allow the potential for bodies such as Regional Development Agencies or the HCA to forward fund key infrastructure on the basis of later reimbursement from CIL funding streams
- The rates to be charged will be set out in a Charging Schedule, which will be consulted upon and be subject to an examination in public. Charges will be expressed as a cost per square metre of development for each main class of development defined in the development plan
- There is a need for an up to date development plan as the basis for setting CIL, but also the CIL setting should take forward the infrastructure planning process with a detailed assessment of need which would be the subject of its own formal testing similar to that required for the development plan.
- Section 106 Agreements will continue to operate, specifically for site specific impacts of development and to facilitate the provision of affordable housing; restrictions in the use of obligations are proposed to ensure this.

A number of changes to the operation of Section 106 agreements have been introduced, including the "tests" of Section 106 legal status, which will encourage local authorities to move to the use of CIL. Amongst these will be a limitation on the ability to pool contributions from Section 106 towards more strategic infrastructure, after the deadline of April 2014, and ensuring the scope of Section 106 is tightly defined once a CIL charging regime has been introduced.

At this stage it is too early to reach conclusions as the whether the 10 Charging Authorities in Hertfordshire will move towards the implementation of CIL in the county. However as appropriate:

The county council will ensure that, prior to the adoption of a CIL regime (or equivalent), that Section 106 contributions for transportation infrastructure can be evidenced and meet the statutory tests, and will work together with District councils in the development of a co-ordinated approach to the implementation of CIL (or equivalent), where this is required.

3.8 Development Control

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council has consistently sought to integrate its transport policies with the relevant land use policies at the regional, county and local level and will continue to do so. There is now no county level planning document reflecting transport issues. The county council will however continue to advocate its transport policies as set out in this LTP through dialogue with the District/Borough councils with the intention that they will influence the shape of development in the future.

In considering development proposals in its role as Highway Authority the county council will have regard to all the policies in this LTP and particularly those relating to reducing the need to travel and to increasing the use of modes other than the car and those relating to climate change.

The county council will:

A. Examine development proposals to establish whether their effects on the transport system can be accepted and to ensure that the access arrangements are constructed to an adequate and safe standard.
B. Ensure the transport and safety implications of development proposals are considered.
C. Assess development with regard to reducing the need to travel and ensure alternative modes of transport such as walking, cycling and the use of passenger transport are promoted.
D. Whenever possible, mitigate the effects of the movement demand generated by development with obligations from the promoters. The county council will seek to obtain the maximum private sector contribution compatible with Government guidelines and the county council's transportation objectives and, where appropriate, published local strategies.
E. Require a Transport Assessment and a Travel Plan for developments above certain thresholds.
F. Consider requiring a Transport Assessment or statement and/or a Travel Plan for smaller developments below general thresholds in sensitive locations.
G. Resist development where:

i. The proposals would increase the risk of accidents or endanger the safety of road or rights of way users.
ii. The proposals would cause or add significantly to road congestion, especially at peak travel times.
iii. The proposals would generate a significant change in the amount or type of traffic using local or rural roads or rights of way.
iv. The proposals would either significantly affect the rural or residential character of a road or right of way, or would significantly affect safety on rural or local roads or rights of way especially amongst vulnerable users, or would be located by a poorly designed road.

H.   New access to primary and main distributor routes will only be considered where special circumstances can be demonstrated in favour of the proposals. This will include consideration of why alternative proposals are not viable.

Explanatory notes

The county council has consistently sought to ensure its transport policies are fully integrated with the land use planning policies at the regional, county and local level. An essential element of the overall county development strategy, with its emphasis on urban regeneration, is to minimise the need for travel and encourage less environmentally damaging forms of transport. Whilst there may be future development in areas of a rural nature, the overriding objective of spatial planning policy in the County will remain to focus development on the larger urban settlements in order to maintain and improve the sustainability of development and reduce carbon emissions. District/Borough councils are continuing to develop their Local Development Frameworks, with a major element in those reviews being the transport strategy and related aspects, such as car parking strategies.

Proposed new developments will be considered in the light all the county's transport policies including their potential to reduce the need to travel and their accessibility, particularly for modes other than the car. As part of this consideration the effect of development generated traffic on the transportation system will be assessed for all proposals. In particular:

A Transport Assessment and a Travel Plan will be required in the following instances based on the current Department of Transport (DfT) guidance on Transport Assessment:

- Housing developments for more than 80 dwellings.
- Food Retail development of more than 800m^2 gross floor area.
- Non-food Retail development of more than 1500m^2 gross floor area.
- Office development (B1) of more than 2500m^2 gross floor area.
- Industrial development (B2) of more than 4000m^2 gross floor area.
- Warehouse development (B8) of more than 5000m^2 gross floor area.
- Sports centres, leisure complexes, golf courses, mineral extraction, landfill and other waste disposal proposals.
- Any development likely to increase accidents or conflicts, particularly of vulnerable road users.

In sensitive locations a transport assessment with travel plan statement may be required for smaller developments below these thresholds.

A Transport Statement may be required for smaller developments as set out in DfT guidance and in the county's highway design guidance 'Roads in Hertfordshire'.

The traffic and road safety implications on the highway and Rights of Way networks of development proposals, and the related proposals for addressing them should be set out in any transport assessment or statement required. Such assessments should include the level of accessibility for all modes of travel and any proposed parking provision.

All types of developments will be expected to develop a travel plan with a plan being submitted to accompany the application. This requirement will apply to school as well as

business and other developments. Further information on travel planning is set out in section 3.28 of this document.

Development will be located so that traffic is discouraged from using roads, in particular local distributor and access roads to which it is not appropriate. Development on a road with inappropriate characteristics could be acceptable if the following conditions are met:-

- The development is within 1 km of the distributor road network; and
- The developer provides improvements to the local road (local roads will be defined as in the Road Hierarchy and Network Development, section 3.20) which satisfy environmental, safety and capacity conditions.

This will particularly apply to recreational and community developments which could attract large numbers of visitors, albeit on only one or two occasions each year.

A significant change in the amount or type of traffic using a road will be considered to exist where: -

- There is an increased risk of accidents, especially to pedestrians, cyclists and other road users such as horse riders.
- The road is poor in terms of width, alignment or structural condition.
- Increased traffic would have an adverse effect on the rural character of the road or the residential properties along it.
- Development generates particular types of heavy traffic, including distribution centres and waste and minerals operations. These will be located such as to discourage that traffic from using roads other than the primary network wherever possible.

Developer contributions will normally be necessary to mitigate the impact of development traffic and to improve accessibility to the development site by all modes of transport. The scale of the contribution will depend on the size and type of the proposed development and the transport investment required to cope with the predicted level of transport needs.

The county council will aim to secure planning obligations following Government guidelines (including those relating to the Community Infrastructure Levy, section 3.6), Local Planning Authority planning documents and the HCC Planning Obligations Toolkit.

When considering the adoption of new roads and infrastructure to become highway maintainable at the public expense under provisions within the Highways Act it is the county council's intention that:

- On development with no through route, only the main access road will be considered for adoption. Residential access roads serving underground car parks, supported by structures or taking the form of short cul-de-sac with no wider highway benefit will not be considered for adoption.
- If the developer states that they do not want to offer roads for adoption, the long term maintenance of private (unadopted) roads in residential developments should be secured as a standard requirement through a S106 obligation.

Where privately provided roads and other infrastructure are to be adopted by the county council, the council as Highway Authority has authority to require financial support for future maintenance and renewal costs. The financial support for future maintenance and renewal costs is usually in the form of payment of a single commuted sum or sums, currently associated with particular elements of the works and /or types of construction which are likely to incur long term extraordinary maintenance commitments. Further details on this are set out in the county council's guidance on road design Roads in Hertfordshire.

The county council's strategy for providing for the transport needs of recreation facilities is to use accessibility for passenger transport users, cyclists, equestrians and pedestrians and for people with disabilities as one of the criteria for assessing development proposals for sporting, recreation and other leisure facilities.

Developments which would require significant HGV use of local roads (section 3.20 defines local roads) will be resisted by the county council. This also applies to applications for new vehicle operator's licences using local roads.

New accesses directly on to primary and secondary routes will not normally be permitted. To consider new access to primary routes special circumstances will need to be shown in favour of the proposals. This will include consideration of why alternative proposals are not viable.

Where access is allowed a high standard of provision will be required. On lesser categories of road, safety considerations will be paramount. The road categories are explained in section 3.20.

Proposals for Motorway Service Areas will considered in the light of local considerations but should:
i)   be at a minimum distance of 30 miles apart;
ii) be designed to allow safe access and operation;
iii) for those located between motorway junctions, not include facilities which will generate traffic and trips in their own right, while the inclusion of such facilities at interchanges must have regard to the capacity of the local road network to carry the additional traffic generated.

3.9 Electric Vehicles

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Improvements to the internal combustion engine will continue to reduce vehicular emissions of carbon dioxide and air pollutants over the next few decades, but to achieve the nation's present emission targets there is a general consensus that the adoption of new technologies is required. Of the technology available, electric (battery electric or plug-in hybrid) vehicles (EVs) are the closest to being in regular use. Boasting zero emissions at point of use and carbon dioxide emissions 30-40% lower than petrol or diesel-fuelled vehicles (compared to current UK electricity sources), EVs are considered to have the potential to significantly contribute to tackling both local and global environmental challenges in the future.

Progress towards mass commercialisation has however been slowed by a number of obstacles, primarily relating to technology, risk and cost. In particular while most EVs can be charged using the household supply they have a short journey range before they need recharging. This makes them more suited to urban environments where trips may be short and where infrastructure for recharging can be more readily provided.

If the potential of EVs, electric scooters, motorcycles, cars, vans and light trucks, is to be realised by Hertfordshire's residents and businesses there is a need for suitable charging infrastructure. The availability and visibility of infrastructure will generate consumer interest and aid the confidence of those considering the purchase of an EV.

The policy below represents the council's current view of the developing electric vehicle sector. However, the technology involved with electric vehicles and charging infrastructure is expected to advance significantly over the next decade as will the attitudes and behaviour of EV owners. There are also a number of factors which may negatively impact the viability of installing a charging infrastructure, including energy prices and security as well as the current high prices of purchasing and the uncertainly in the costs of EV maintenance. The policy therefore will need to be reviewed on a continual basis.

The county council will support the provision of infrastructure and facilities to enable and encourage the use of electric and electric hybrid vehicles.

The county council will support stakeholders (including district councils), where appropriate, to implement charging points in workplaces and public areas which are compatible for vehicles produced by various manufacturers and using different charging units to ensure competitor device compatibility moves forwards.

Ideally charging points should be in highly visible locations but stakeholders should ensure any new infrastructure and facilities minimise the increase in street furniture and do not disrupt the aesthetic value of the location or the free flow of traffic. Each charging point should be implemented with minimal ground works required and

where possible, should be able to charge more than one vehicle at the same time, thus negating the need for further installations. Safety will be a critical factor when deciding which charging point design to implement for the network. Other infrastructure and facilities may be supported where it is considered appropriate.

3.10 Equestrians

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Hertfordshire has one of the highest number of horses in the country. Most horses are for leisure purposes though it is recognised that horse riding and horse-drawn carriage driving can be a healthy and sustainable alternative to the car as a means of transport. The county council in partnership with local District / Borough councils, The British Horse Society, SUSTRANS and other key groups, will seek to provide safe facilities for the use of equestrians. Rural Rights of Way, byways and bridleways can be considered sustainable routes which are maintained by the Rights of Way Service.

The county council will seek to:

A. Support the establishment of strategic bridleways within the Rights of Way network to develop, improve and provide safer and appropriate routes for users.
B. Give consideration to the needs of equestrians when designing new highways and schemes or alternative routes identified and developed.
C. Implement measures along equestrian routes to increase both road and personal safety (including the provision of equestrian crossings).
D. Maintain bridleways[4] to an acceptable standard.

Explanatory notes

In delivering its policy the county council will seek to:
- Identify and develop a network of riding routes around settlements ('Community Circuits') as part of the integrated transport plans.
- Identify and promote routes of regional significance ('Regional Routes') like the London Orbital bridleroute ('H25') and the Great Northern bridleroute ('H1'), part of the planned National Bridleroute Network.
- Develop and promote the use of safe road verges for equestrian use alongside main roads between towns, where there is a requirement and it is practical to do so.
- Seek to ensure that where possible other sustainable active modes such as walking and cycling can share facilities with equestrians and that where infrastructure improvements are carried out for one mode it is suitable for all.
- Identify and provide equestrian crossing facilities ('Pegasus') on priority routes and at sites where they are justified. Such justification will be based upon sites identified in the Rights of Way Improvement Plan and a relaxation of DfT criteria which will be used flexibly when assessing sites.
- At crossing points on heavily tracked roads, consideration to be given to the provision of a grade-separating crossing.

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[4] The term is taken to included Bridleways, Restricted Byways, Byways Open to All Traffic (BOATs), Other Routes with Public Access (ORPAs) and certain unclassified unmetalled roads (UCRs).

- Take account of the needs of horse riders when designing new road schemes and other highway improvements. Equestrian facilities will be provided in accordance with the guidelines in TA57/87. "Roadside Features", TD16/93 'geometric design of Roundabouts'. In all cases the provision of equestrian facilities will give the greatest importance to the safety of horse riders and other road users.
- New bridges will normally be designed to BD52/93. Wherever possible such new bridges will be suitable for equine use, in particular those in close proximity to bridleways. Where a bridge on an all-purpose road is likely to be used by more than 25 equestrians per day the parapet will be designed to have an overall height of not less than 1.8m above the adjoining paved surface.
- When Traffic Regulation Orders are considered as a means of regulating motor vehicular access to unmetalled routes, horse drawn vehicles will not normally be excluded.
- Support the British Horse Society's Riding and Road Safety training and test programme to increase adult and children riders' skills on the roads.

3.11 Highway Signing

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Clear and effective signing is essential for all network users, vehicle drivers, equestrians, cyclists and pedestrians alike. Signing is important for the economy, especially tourism, but ill considered use of signs can result in unacceptable street clutter to the detriment of users and the local environment.

The county council will provide clear and effective signing across the network, minimising the number and environmental impact of signs. - *policy to be agreed at Highways and Transport cabinet Panel in November 2010.*

The county council will implement signing and lining in accordance with the mandatory requirements of the "Traffic Signs Regulations and General Directions 2002" and its' amendments and where there is discretion adopt the following policy approach as set out in the county's signing strategy:

A.   Seek to minimise the number of signs in order to reduce clutter and minimise future maintenance costs.
B.   Ensure all signing is designed with respect for the surroundings, to preserve local distinctiveness wherever possible and make a positive contribution to the environment.
C.   Ensure that in the interests of energy conservation and reducing carbon emissions; minimising light pollution and reducing electricity and maintenance costs, signs will be illuminated only if required in accordance with the Traffic Signs Regulations and General Directions 2002. Lighting units will be removed from existing illuminated signs no longer requiring illumination and replaced with reflective signs.
D.   Ensure road signs and road markings are kept visible at all times with priority to be given to roads with the highest traffic volumes and speeds and where there is a hazardous site or route. Measures will be employed to ensure that signs are maintained on a regular basis.

Explanatory notes
Policy Statement A

Appropriate warning signs can greatly assist road safety. To be most effective, however, they should be used sparingly. Their frequent use to warn of conditions which are readily apparent tends to bring them into disrepute and detracts from their effectiveness.

Warning signs will be provided where the Highway Authority accepts that a hazard exists which is not otherwise readily apparent. They will not be erected to satisfy demands that 'something be done'.

Unjustified signing should not be used at individual locations simply in response to complaints from the public. Care should be taken to ensure that a route is treated

consistently, especially where it crosses the boundary between two different traffic authorities.

Warning signs will not be erected at locations where drivers can quite clearly see and assess the hazard. For example, the county council do not erect signs advising of the presence of junctions along a road that is passing through a built up area.

Policy Statement B

Appropriate signage can greatly enhance the local environment, especially if it is in keeping with the character of the local area. In order to achieve this, new signs must be considered appropriately before installation; to ensure that they are necessary. However, this should not detract from installing signs that are required for motorist/cyclist/pedestrian safety.

In areas of significant historical and environmental importance additional consideration for signage should be taken into account. Signs will be kept to a minimum and will be introduced only after consultation with, or advice from, the Network Manager or relevant Planning Department.

Policy Statement C

Signs that are currently illuminated in areas where it is deemed that this illumination is unnecessary will be removed and replaced with highly reflectorised signage. Hertfordshire county council is committed to reducing its carbon footprint. By systematically reviewing signs that are unnecessarily lit, large savings will be made on energy consumption and maintenance costs.

Signs will remain lit in locations where it is deemed that this illumination is necessary to address safety issues.

Policy Statement D

To ensure that signage and its associated structures are kept visible at all times and consistently maintained to a high standard, Hertfordshire county council will frequently monitor their condition.

Bibliography
- *The Traffic Signs Regulations and General Directions, SI No.3113 (2002), HMSO*
- *Traffic Signs Manual, (2008), DfT.*
- *Local Transport Note 1/94: The Design and Use of Directional Informatory Signs, (1994), DfT.*
- *Roads in Hertfordshire – A Guide for New Developments, (2001), HCC.*
- *East of England Regional Tourism Signing Policy, (2004), East of England Tourist Board.*
- *Department for Transport Internal Advice Note (IAN) 8/91, (1991), DfT.*
- *Local Transport Note 2/08 – Cycle Infrastructure Design (2008), DfT.*
- *Design Manual for Roads and Bridges (1992) Highways Agency*
- *Code of Practice for Highways Maintenance Management, (2005), UK Roads Board.*
- *Hertfordshire's Speed Management Strategy*

3.12 Intelligent Transport Systems

[Details of how this tactical policy statement supports the delivery of the strategic priorities is set out in the **Policy Matrix (Appendix 1)**]

This section details the county council's position on Intelligent Transport Systems. Intelligent Transport Systems span a range of sections within transport. Types of ITS are detailed in 3.13 Network Management and 3.16 Passenger Transport. The strategies, the ITS strategy, the Bus strategy and the Intalink (passenger transport information) strategy (contained as daughter documents in the LTP) provide greater detail on the specific policies surrounding use of ITS in these areas. This policy statement outlines the overall approach to ITS and the benefits it can deliver for the transport network.

The council will use a range of Intelligent Transport Systems to help reduce congestion and improve traffic flow across the county. This will involve both efficient management of the network and achieving greater patronage of passenger transport. ITS can help improve access by making the road and passenger transport networks easier to use, informing people about the best way of making their journey and by providing more reliable journey times.

ITS also contributes to making roads and transport facilities safe and secure. Effective use of CCTV / ANPR[5] monitoring will contribute to ensuring transport interchanges are safe environments and additionally that users 'feel' safe using the transport system. CCTV/ANPR will also be used to support traffic enforcement operations (such as bus lanes and No Entry).

ITS measures currently form part of passenger transport and network management strategies and are likely to inform many other areas of transport policy as new developments emerge.

Real time passenger information on bus services will improve information provision by providing up to date information for passengers at bus stops and on the move.

A Traffic control centre will assist in identifying blockages on the network and will provide a central point to enhance and collate data the county council currently has on network performance (see Network Management section 3.13).

Intelligent transport systems technology provides a number of benefits to the way in which transport is managed. The county council will continue to utilise technology to provide better services for residents and in the future will look to take advantage of the latest ITS developments as they emerge.

The county council will seek to:

A.   Use Intelligent Transport Systems to help reduce congestion and improve traffic flow

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[5] ANPR - Automatic Number Plate Recognition

B.   Use new technology to help provide up to date and accessible transport information for all network users

C.   Improve management of the network through creation of a central information Hub

D.   Use technological innovations to help ensure the safety and security of passenger transport users on the network.

In this context the county council will support measures which:

- Reduce congestion and improve traffic flow
- Make passenger transport easier to use
- Ensure transport facilities are safe and secure
- Take advantage of any future developments to improve the overall network

3.13 Network Management

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council will ensure compliance with the network management requirements of the Traffic Management Act 2004 (TMA) by following the guidance contained in the government publication 'Network Management Duty Guidance'. The actions required to fulfil this duty can be defined as anything that would contribute to the more efficient use of the network or that would avoid, eliminate or reduce congestion or disruption ensuring the expeditious movement of traffic.

Under the requirements of the Act the County Council must appoint a Traffic Manager. This provides a focal point within the authority championing the need for all county council staff to consider the duties required by the Act in their day to day activities. All county council staff are to be made aware of the implications of the Act, including the intervention powers and the impact the Act has on the organisation.

The TMA aims to tackle urban and inter-urban congestion by concentrating on areas where the Government believes that legislation can reduce disruption on our roads. The County Council has adopted a high level policy 'Network Management Policy Document' (NMPD) which contains largely operational policies and a Network Management Plan (NMP) which details the actions to be taken. (Both documents are available on the county council web site)

The Transport Asset Management Plan (TAMP, section 3.27 and a Daughter Document to the LTP) sets out how the network infrastructure, the roads, traffic lights etc, are managed and maintained. Network management is concerned with the operational actions, such as the phasing of the traffic lights, that the county council takes to ensure the efficient use of the network (and therefore fulfil the TMA Duty).

The overall policy as regards network management is:

The County Council will:

A.　　Ensure that the objectives of the County Council's network management activities are balanced against the County Council's other obligations, policies and objectives and that they are both practicable and affordable.
B.　　Consider the needs of all road users equally.
C.　　Make safety and environmental considerations and legislative requirements integral to managing the network. Safety shall always remain a priority.
D.　　Make more information on the state of the highway network available to the public and stakeholders through use of technology (Intelligent Transport Systems).

Explanatory notes

Policy Statement A

The objectives of Hertfordshire Highway's network management activities are:

- To secure the expeditious movement of traffic on the county's road network.
- To facilitate expeditious traffic flows for stakeholder authorities.
- To ensure that parity between Herts Highway's activities and stakeholders' activities is achieved.

Policy Statement B

This includes pedestrians, cyclists, freight transport and utilities. The preferred approach in complying with the Act's requirement in reducing congestion is through the pro-active management of the county's road space, an evidence-led approach to events and the prudent handling of conflicts arising.

Policy Statement D

Greater use of technology will be important in everything that the county council does in giving the public and stakeholders information about the state of the highway network. This will help satisfy the council's Network Management Duty under the Traffic Management Act.

Better access to information will allow public to make informed decisions about their choices of when and how to travel on the network. This will lead to improved journey time reliability and reduced congestion.

The county's Intelligent Transport Strategy (outlined in section 3.12 with the strategy itself a daughter document to the LTP) points towards delivering these improvements through an Integrated Traffic and Transport Control and Management Centre. Aspects such as the phasing of traffic lights and traffic priorities will benefit from the real time information being made available.

A particular proposal for the medium term is the introduction of a Permit Scheme under the powers of the Traffic Management Act 2004 to enable better management of activities (road works) on the public highway. A Permit Scheme will improve the ability to co-ordinate works and thus minimise disruption from utility street works, highway authority works, and other events or works affecting the public highway. All of these works on all public highways are covered by the scheme.

An application for a county wide Permit Scheme will be made to the Secretary of State for Transport and implementation is intended in 2012.

3.14 New Roads and Highway Improvements

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The improvement of highways is a core part of the county council's role as highway authority. In some cases this also includes the provision of new roads. Such improvements will normally be carried out where identified in a strategy or plan such as an Urban Transport Plan (section 3.29) or a corridor strategy (see section 3.5), where treatment is appropriate following a history of injury collisions, or where required to deliver planned developments. Hertfordshire's guidance on road design and construction is set out in 'Roads in Hertfordshire'.

Where new road building is undertaken or highway improvements are being considered the county council will:

A. Seek to minimise and/or mitigate the adverse physical impact of the road or the improvement on the landscape and environment and will try to secure significant and demonstrable environmental gains.
B. Take into account the needs of pedestrians, cyclists, powered two wheelers, equestrians and passenger transport users and, where appropriate seek to provide increased capacity, easier movement or improved accessibility in order to enable more effective use.
C. Identify ways of improving highway safety and weigh up any recommendations against the impact on all users.
D. Design new road developments to accommodate existing demand and that of planned development and not necessarily to accommodate future growth in traffic demand.
E. Consider measures to manage demand on the new or improved road and in the surrounding area.

Explanatory notes

Policy statement A
New roads will be considered principally to relieve adverse environmental conditions resulting from the effects of traffic on existing roads, for example, poor air quality, noise, community severance etc. The impact should ideally be quantified and supported by qualitative information. Environmental impact will include the impact on the Rights of Way network, registered common land, access land and village greens, the landscape, ecology, archaeological and built heritage, noise and air pollution.

Policy statement B
Schemes should consider the needs of all users and consideration should be given to design measures that will support the take up of more sustainable modes including use of and links to the Rights of Way network. Design measures will be considered to enable passenger transport to accommodate local peak period movement.

An audit process for non motorised users has been developed for assessing all Integrated Transport Projects to ensure consideration is given to all users of the highway during the design process. If successful the audit process will be introduced across other highway workstreams.

Policy statement C

In improving safety the Safety Audit is an important part of the design process. It will help to flag up ways in which schemes might be modified in order to improve aspects of safety. The recommendations of the audit will be considered by the county council and decisions made as to whether or not to take on board the recommendations. In certain cases the recommendations may compromise the delivery of other policies and officers will need to make an informed decision. Decisions not to act upon the recommendations will be recorded.

Policy statement D

Generally, highway improvements and new road construction will be designed in accordance with the requirements of 'Roads in Hertfordshire' and in line with the Road Hierarchy (section 3.20) and any emerging corridor strategy or route user hierarchy. They will be in scale and keeping with the surrounding road network, unless there is an overall objective to increase the scale and/or change the nature of the network. The design criteria contained in 'Roads of Hertfordshire' will also be applied to new roads constructed by developers and organisations other than the county council.

However, for all roads new construction will be limited to meeting the needs for the levels of traffic existing at the time when the decision is taken to adopt a preferred route plus that traffic to be generated by planned growth. A capability to cater for future traffic growth except that generated by planned development will not be incorporated into the design and future demand will be met by promoting alternative modes of travel. Planned development is defined as development permitted or committed in the approved Regional Plan and District and Minerals and Waste Development Frameworks. Environmental bypasses will be considered to relieve congestion and safety problems in settlements without adding to route capacity provided that complementary measures on the bypassed route are provided.

Policy statement E

Demand on a new or improved route or in the surrounding area may be managed through interventions such as speed limits, new signing etc.

3.15 Parking

The county council will implement controls for on and off street vehicle parking in line with the provisions and guidance in Roads in Hertfordshire.

Car parking policies and standards form part of the overall policies for the management of the highway network. Provision and standards for car parking will be determined by Local Planning Authorities in the context of Local Development Frameworks and where relevant Urban Transport Plans. This will include provision throughout districts, including in urban areas and for new residential and non-residential development. Provision for parking shall take account of the special needs of the mobility impaired and pedal cyclists.

Standards will have regard to guidance set out in Roads in Hertfordshire but may vary between authorities.

New Development

Development proposals with potentially significant car parking demand will only be permitted where the applicant has agreed to measures to address the problems likely to arise from the parking demands generated by the development. Problems could include traffic generation, congestion, and on-street parking pressure. Travel Plans will be required for any such development to address the issues and provision for access by sustainable modes (means of travel other than car).

All non-residential development with significant parking implications should be in locations with potential for good access by sustainable modes. Such locations would normally be within urban areas. Provision of car parking should reflect PPG13 Transport. Travel Plans would be required for certain developments (see sections 3.7 and 3.28).

Parking for residential development should reflect the local circumstances of the development and where appropriate the parking policy of the district council. Normally full parking needs should be met on site but reduced provision in locations with good access to passenger transport and/or other mitigating measures, e.g. car clubs, may be allowed. Car free residential development may only be considered in suitable locations subject to satisfactory site covenants, on-street parking controls and provision of alternative means of transport. Travel Plans would be required for residential developments above a specified size or ones reliant on passenger transport access.

Developers must not create parking spaces on the Public Rights of Way network. Designs will therefore be required to integrate existing routes sensitively within developments avoiding unnecessary diversions.

Planning obligations (commuted payments) to contribute to additional passenger transport investment or other sustainable travel actions in lieu of parking places may be considered for both residential and non-residential developments. The sufficiency of parking provision at any development, in the light of aspects such as accessibility,

passenger transport services and location, will need to be considered to ensure displacement parking does not occur with impacts on the environment and traffic flow.

The needs of the mobility impaired, pedestrians and pedal cyclists should be addressed through the relevant policy standards.

Other Modes

Secure and accessible parking for cycles and powered two wheelers should form a part of any significant development. Proposals for Park and Ride facilities will be considered in the light of Local Development Frameworks and Urban Transport Plans.

Consideration will be given to providing power sockets for electric vehicles at selected car parks to facilitate operation of such vehicles in the county.

Enforcement

Enforcement of parking regulations and restrictions and determination of charging policies are a matter for District and Borough councils.

3.16 Passenger Transport

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Passenger transport includes what is generally termed public transport, bus, coach and rail services, and other forms of transport such as private coaches, school buses, taxis, Dial- a-ride which is tailored to particular passenger groups. The promotion and support of passenger transport is an essential part of the county's transport policies as it looks to reduce dependency on the car and increase the use of sustainable modes.

The county council will promote and support passenger transport across the county to provide access to important services and to encourage increased use of modes of travel other than by car.

As regards bus operations:

In order to optimise bus operations the county council will seek to:

A.   Support, promote and improve a network of efficient and attractive bus services which are responsive to existing and potential passenger needs including the special accessibility needs of the elderly and disabled.
B.   Procure a range of bus provision which provides maximum benefit to the travelling public in the most cost effective way.
C.   Develop a passenger transport network as a viable alternative to the use of the private car to contribute to the reduction of greenhouse gas emissions
D.   Encourage parents and school aged children to make maximum use of the available public transport network.
E.   Recognise that customers need attractive and affordable fares to use the system to its full potential and that car users need to be encouraged to choose sustainable modes.
F.   Continue to support and develop the bus transport provision that allows maximum accessibility and particularly for non car users and the disadvantaged (disabled, elderly etc).
G.   Promote and publicise the passenger transport network through the Intalink partnership using a variety of media.
H.   Provide and maintain all bus stops, and other bus related highway infrastructure, to a consistent quality and standard across the county.
I.   Seek to give greater priority to buses on the road network to improve punctuality and minimise bus service disruption from road congestion and the effects of road works.
J.   Continue to develop partnerships with other parties to achieve improvements in service provision and other facilities for specific aspects, corridors or geographical areas.

As regards rail operations:

In order to support rail operations the county council will:

A. Work with the rail industry to seek improvements to train services and station facilities for Hertfordshire residents and visitors.
B. Work with the train operating companies to establish quality rail partnerships.
C. Support Community Rail partnerships in the county.

Hertfordshire is both a complex and a difficult area to provide with viable and sustainable bus services. It has high car ownership and use leading to congestion. It has many small towns with green belt which do not create natural conditions for commercial bus operation. Yet, expectations and aspirations are high for an integrated, high quality bus network as a key element in the county's transport policy which aims to increase the use of sustainable modes including passenger transport.

Hertfordshire also has a good (north-south) rail network with comprehensive programmes to improve the infrastructure, service capacity and reliability by both Network Rail and train operators. Implementation of these programmes is important to Hertfordshire particularly to serve the London commuter market.

Both modes have an important impact on:

- providing modal choice and reducing the need to travel by car
- maintaining levels of economic growth and employment
- supporting the local economy and the viability of town centres
- access to services and facilities
- improving the sustainable use of resources and air quality

The county council needs to continue to develop the passenger transport network by giving a clear policy lead set out in the LTP and identifying appropriate strategies to deliver it. This will help operators shape their businesses in partnership and recognise that a healthy commercial sector is essential to deliver the key outcomes of the LTP.

To help improve transport in specific areas and integrate all types of passenger transport services the county council will work with all providers to establish and support Quality Network Partnerships. These are partnerships of operators and local authorities aimed at providing a real alternative to journeys by car by building on the commercial passenger transport network.

The county's policy regarding buses is contained in the county council's Bus Strategy 2011and the accompanying Intalink Strategy 2011-16 together with more detail as to how the various aims are to be achieved. In particular in order to help improve the journey experience of bus users the council will look to use new technology to provide real time information on buses on route.

The county council publishes a Rail Strategy that sets outs its aspirations for rail improvements and standards of service.   As part of its work with the rail industry the council is also engaged in a number of projects to improve interchange facilities at Hertfordshire stations.

3.17 Powered Two-Wheelers

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The term powered two-wheelers incorporates a wide range of vehicles from the smallest moped to the largest high-performance motorcycle. At the smaller end of this range, powered two-wheelers can help to deliver environmental improvements if they substitute for single-occupancy car use. However, these benefits will not be realised if the transfer is from walking, cycling or passenger transport.

Due to their small size and lack of protection powered two-wheeler users are, in road safety terms, vulnerable road users. The errant behaviour of some powered two-wheeler users, poor driving behaviour of some other road users, and lower visibility to other road users can add to this vulnerability. Powered two wheelers are disproportionately involved in injury collisions, being involved in around 20% of killed and seriously injured collisions but making up only 1% of the traffic.

The county council will:

A. Consider the needs of powered two-wheeler users in the design and implementation of highway schemes.
B. Encourage the provision of adequate and secure parking facilities for powered two-wheelers.
C. Encourage safe use of powered two-wheelers through education and training.

Explanatory notes

Policies A and B are delivered through urban transport plans and individual schemes where appropriate, taking into account Local Development Frameworks and local parking standards. The procedures and technical requirements are incorporated in the Highway Management Manual and scheme design manuals so that the needs of powered two wheeler users are considered in any works undertaken.

The county council encourages safe use through training and education programmes. Promotion of safer riding, advanced training and the use of protective clothing & equipment are key messages for the county's biking community. Live events and publications reinforce these messages.

Educational and training programmes for young riders and pre-riders are in development.

The county council also works closely with Hertfordshire Constabulary on the BikeSafe programme, a nationwide plan of action to reduce the number of motorcycle casualties by promoting safer riding and post-test training. By passing on their knowledge, skills and experience, Police motorcyclists help riders to become safer and more competent.

Messages to drivers, particularly in more urban areas where conflicts arise more frequently, will also be critical to ensuring riders of powered two wheelers remain safe on the county's roads

The county council has set up a Forum with a range of partners with an interest in motorcycle safety issues. Road safety generally is dealt with in section 3.3, Casualty Reduction and Prevention.

3.18 Quality of Life and Environmental Impacts (Air quality and noise)

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Hertfordshire's distinctive mix of small to medium sized urban settlements juxtaposed with many smaller villages and surrounded by pleasant countryside has made the county an attractive place in which to live and work. Hertfordshire's proximity to London and its attractive environment has contributed to its growth, and the prosperity it now enjoys.

The county's dispersed settlement patterns is in itself a major generator of journeys and has led to a complex pattern of movement between towns with the overwhelmingly dominant mode being the car.

The challenging agenda the county now faces, particularly in relation to future growth pressures, means it is more important than ever to ensure the significant negative environmental impacts of transport, both those existing and from new schemes, need to be addressed and mitigated. Transport's impacts on the environment will remain an issue despite the county's aim to reduce the growth in car traffic and increase journeys by alternative modes.

The county council will aim to improve the Quality of Life of its residents by ensuring consideration is given to both the natural and built physical environment. Enhancing the quality of our town centres and supporting the historic built and natural landscape is important to Hertfordshire as is ensuring these areas can be accessed without reliance on the car.

The county council will seek to:

A.   Ensure that the impacts of traffic on the natural, built and historic environment are minimised and that the interests of the environment are considered in the county council's management of the network
B.   Protect and enhance the quality of public spaces both in urban and rural areas.
C.   Make sustainable travel more attractive to a greater number of residents and create an environment that attracts people into local areas to access services and facilities.
D.   Promote environmental awareness and encourage carbon reduction initiatives.

The county council aims to minimise the effects that transport has on the environment in both local and global (climate change) terms. It will continue to look at all aspects of its operations to reduce the environmental impact, from new road provision (see section 3.14) and the impact of traffic on our streets on other road users, to the type of street lighting used (light pollution) and the issuing of licences to cultivate highway verges. In line with the criteria set out in the Speed Management Strategy, 20 mph areas will be considered where appropriate.

This policy looks to address the wide range of environmental impacts that traffic and transport operations can have and which are listed generically in the Strategic Environmental Assessment report accompanying this LTP.

The county council will monitor the performance of implemented schemes, including traffic calming measures, to assess environmental impacts. As regards street lighting all new equipment installed is chosen with environmental issues such as energy and light pollution reduction measures in mind.

The council will also use its influence to promote environmental awareness amongst the residents of Hertfordshire and its own staff to ensure that policies are translated into practical action. The achievement of this policy is closely linked to the achievement of the Speed Management policy.

Air Pollution

Air pollution has many significant adverse affects on people's health, and can be damaging to flora and fauna in general. Whilst transport is only one of the many sources of air pollution nationally it is the largest single contributor for several pollutants (i.e. nitrogen oxides and carbon monoxide).

The impact of transport emissions will vary due to local conditions. However, in general, emissions are directly related to the volume of traffic and the effect on human health decreases with increased distance from the source for several major pollutants. As a result local air quality tends to be worse in congested urban areas.

The county council will seek to:

A. Reduce the levels of emissions from road traffic which affect human health and local flora and fauna.
B. Reduce the volume of traffic in areas and in time periods where emission levels are causing locally poor air quality.
C. Encourage the through traffic to use the Primary Route Network where possible to avoid major urban areas.
D. Work with District / Borough councils to monitor and assess air pollution levels. Where a District / Borough council declares an Air Quality Management Area as a result of its' review and assessment process, the county council will work in partnership with the District / Borough councils to create and deliver action plans.

Monitoring Air Pollution

The Environment Act 1995 introduced a duty on all local authorities to review air quality within their district by June 2000 and forecast the likely air quality in 2005. This review assessed seven air pollutants against national health-based standards and where these objectives were not met, the council needed to declare the area affected as an "air quality management area" (AQMA). Within the air quality management area, action has to be taken in order to ensure that air quality meets the prescribed standards, this is achieved through the delivery of Joint Action Plans.

Of the AQMAs declared in the county to date all are seriously affected by emissions from road traffic. The Joint Action Plans seek to deal with the pollution sources,

including the traffic, with solutions varying according to the nature of the prime sources.

Local authorities have been assisted in carrying out their air quality review and assessments by the formation of the Herts and Beds Air Quality Network Group (formally known as the Herts and Beds Air Pollution Monitoring Network).

The County Council will continue to liaise with the Herts and Beds Air Pollution Monitoring Network, ensuring that there is a continuous two-way exchange of information. This liaison will be particularly important if Action Plans to improve air quality involve traffic related solutions.

Part of the gathering of information on pollutant emissions involved obtaining traffic flow data from the county council, to enable the district authorities to advise the county council of areas where they felt traffic flow may be contributing to air quality issues.

The review and assessment process has also allowed the local community to become involved. This has been by firstly inviting interested parties and groups to relay details of their own areas of concern, and secondly through public consultation.

Noise

Transport movements typically create noise both from individual vehicles, lorries, railway trains and aircraft, and from the combined roar of continuous traffic on major roads. Complaints about aircraft noise are usually made direct to the airports. Complaints about road and rail noise are typically made to District / Borough Environmental Health departments but are relatively few. However, it is recognised that continuous traffic noise can have an effect on human health, and can affect the habitats of birds and other wildlife.

The county council will seek to:

A. Ensure that the noise impact of the road is minimised where new road building is undertaken.
B. Address local noise issues as raised in Urban Transport Plans and elsewhere.
C. Use noise-reducing road surfaces where appropriate.
D. Work in partnership with rail and aircraft operators to address the issues of rail and aircraft noise.

The UK Environmental Noise Regulations 2006 require DEFRA to prepare strategic noise maps (for local urban areas (agglomerations), major roads, major railways and major airports) to show noise levels. Following this, the production of Action Plans is expected with the aim to manage and reduce environmental noise and preserve environmental noise quality where it is good. The county council will be required to work in collaboration with DEFRA (where required) to produce the Action Plans and seek to achieve the objectives outlined within them.

Noise is a by-product of transport which cannot ultimately be avoided. Certain types of vehicle, HGVs and some motorcycles, can be particularly noisy and elements of the road itself, gradients and sometimes road humps, can add to the problems.

However, there are a number of actions to minimise transport related noise. Included within these are: quieter tyres on existing vehicles; noise-reducing surfaces where they are cost effective and do not compromise safety; noise barriers and other noise screening to highway structures and roadwork's, and cost effective plans for the design, operation, monitoring and maintenance of roads and railways.

The Urban Transport Plans (section 3.29) should identify locations where road noise is a problem and can consider what solutions may be employed. Elsewhere the noise mapping process and residents' complaints may identify areas for study. However, given that noise measurements taken in these areas are done so over a period of time, they do not always reveal the level of problem that residents identify and it must be recognised that there is not always a clear remedy.

The Highways Agency is currently implementing a programme to resurface motorway and trunk roads with noise-reducing materials, particularly near residential locations. Noise reductions of between 2dB(A) and 5.6dB(A) have been achieved in Hertfordshire, but other properties such as skid resistance and durability have not yet been proven.

3.19 Reduction of Travel Need and Car Usage

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council will aim to reduce the growth in motor traffic on roads, and minimise its environmental impact, especially during peak periods. Providing for the predicted levels of car growth on both the majority of the main road network and within towns would not only be prohibitively expensive, but would increase levels of emissions contributing to climate change and threaten the quality of the environment. Like many other authorities and bodies the county council does not wish to see this growth take place and considers that policies need to be to be in place both nationally and locally which will reduce the growth without causing economic disadvantage to the county and nation.

The county council will seek to:

A. Reduce traffic growth by reducing the need to travel and encouraging the use of alternative forms of transport.
B. Promote a change in people's travel behaviour to encourage a shift in journeys from cars to passenger transport, cycling and walking, which will reduce emissions.
C. Increase the proportion of journeys made by alternative modes of transport to the car.
D. Improve accessibility by sustainable modes to major trip generation locations such as town centres and retail and employment areas.
E. Encourage the location of new development in areas where sustainable modes can form a real alternative to the car.

The overall aim of this policy is to reduce the dominance of the private motor car in order to:
- Contribute to national actions on climate change by reducing CO_2 emissions.
- Minimise congestion and the detrimental effect it can have on the economy of the country.
- Reduce local air pollution.
- Improve the health of residents as they use more active modes such as walking, cycling and passenger transport.

In this context the county council will support measures which:
- Remove the need for vehicle journeys to be made.
- Reduce vehicle journeys in congested periods and where feasible reduce their length.
- Promote and support sustainable modes, including buses, cycling and walking and alternatives such as car sharing, for all and ensure particular provision is made for disadvantaged groups
- Maintain and promote a good quality Rights of Way network
- Encourage active modes of travel including for pupils walking or cycling to school and for business journeys and commuting.

Reducing the need to travel and promoting the use of sustainable modes, including walking, cycling, passenger transport and car sharing, is fundamental to realising the county's transport policies and the other sections in this document set out more detailed policies and interventions aimed at achieving this overall aim. The range includes promotional work to change behaviour and the way people think about travel, travel planning (section 3.28) and the role of business to achieve more working at home and change commuter travel patterns in timing and mode, and policies regarding the location of new development and how they can best be served. Addressing sustainable access to services as outlined in policy 3.1 should also be considered. Provision of cycle training, including for adults, through the national Bikeability scheme can encourage more people to cycle through building skills and confidence levels.

The development pressures facing Hertfordshire over the next 20 years will see significant major residential and other developments which will need to be integrated into the transport system if they are not going to result in unacceptable levels of additional traffic on already congested routes. Within existing urban areas the county's Urban Transport Plans and Rights of Way Improvement Plan are aimed at delivering the policies for traffic reduction and improved accessibility by sustainable modes.

Road Traffic Reduction Act
The Road Traffic Reduction Act 1997 requires local traffic authorities to carry out an assessment of the current and future levels of traffic on their road network, and then to establish targets for the reduction in actual flows or the rate of traffic growth.

Targets have been set as part of delivering the policy as explained in volume 1 of the LTP. However it must be recognised that in any location traffic levels may change as a result of new development even when that development is fully integrated into the wider network including the passenger transport network.

3.20 Road Hierarchy and Network Development

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council will maintain and develop a road hierarchy so that traffic is concentrated onto roads appropriate to its journey purpose. Further development of the county hierarchy network is being done as part of network management to ensure different sections of road within the hierarchy are treated in accordance with their character.

This section and the policies should be read in conjunction with sections 3.14 New Roads and Highway Improvements and 3.8 Development Control. The county's guidance 'Roads in Hertfordshire' provides further details on road design and requirements.

Improvement proposals, maintenance allocations and environmental standards all relate to the different hierarchy levels so that a road's character is developed to best suit the function which it has to fulfil. In this way the large volumes of through traffic, particularly heavy goods vehicles, are concentrated on the main roads and are kept away from local roads. The local roads can then be developed to give greater priority and safety to pedestrians, cyclists, shoppers and residents. The current hierarchy map is shown in volume 1 section 3 of LTP3.

The hierarchy of roads adopted by the council, the primary journey purposes and functions which they should fulfil, and the type of standards, improvements and character appropriate for them are summarised in the Explanatory Notes below. The council will continue to develop and maintain strategies for roads within the urban and inter urban network in line with this policy.

> The county council will develop and maintain strategies for roads within the urban and inter urban network that:
>
> A. On Primary Routes:
>   - Encourage through traffic and HGVs to use primary routes;
>   - Not allow existing or new developments to have direct access except where special circumstances can be demonstrated and such limitations will be rigorously applied.
>
> B. On Rural Main Distributor Roads:
>   - Discourage through traffic from using rural main distributor roads.
>   - Not allow new access except where special circumstances can be demonstrated.
>
> C. On Rural Secondary Distributor Roads:
>   - Encourage the functions of the village street to take precedence over providing for moving traffic in villages with particular emphasis being placed on reducing the speed of traffic.

D. On Rural Local Distributor and Access Roads:
- Deter through traffic including rat running from using these roads;
- Resist developments which would generate an unacceptable change in the amount or type of traffic.

E. On Urban Main Distributor Roads:
- Manage traffic arrangements to encourage main flows onto main distributor roads;
- Restrict parking along them;
- Where appropriate implement bus priority measures;
- Make adequate provision for the safe crossing of pedestrians and cyclists;
- Not allow new access except where special circumstances can be demonstrated;
- Not improve urban roads solely for capacity reasons.

F. On Urban Secondary Distributor Roads:
- Only carry out improvements specifically aimed at making them safer;
- Improve conditions along them for cyclists and pedestrians;
- Where appropriate implement bus priority measures;
- Not improve urban roads solely for capacity reasons.

G. On Urban Local Distributor and Access Roads:
-Where appropriate designate environmental areas;
-As opportunities occur, implement traffic calming and other measures to keep speeds down and improve safety.
-Not improve urban roads solely for capacity reasons.

H. Consider the 'place and movement' function of a road in conjunction with the hierarchy when assessing a highway proposal, whether county council or development promoted.

Explanatory Notes

Primary Routes

These are roads which form the links between the most important traffic origins and destinations. Primary routes consist of motorways, trunk roads and the most important county 'A' roads. They will usually be built to a 70 mph (120 km/h) standard. Primary routes other than motorways can be identified by their green backed signs. They form the county's advisory lorry route network and should avoid urban areas and other settlements.

The county council will make capacity improvements to primary routes so that they are attractive for through journeys, providing that the improvements are environmentally acceptable.

Improvements to Primary Routes will be appropriate where they bring about environmental benefits to communities by the removal of through traffic or rat-

running. Capacity improvements to reduce congestion may be appropriate in some cases.

Each situation will be assessed on its merits, but in general the county council does not support the widening of motorways beyond the existing highway boundary. Widening beyond 4 lanes will be strongly resisted.

Further work will be initiated to determine the environmental impacts and other implications of, and the alternatives/options to, the widening of motorways.

Rural Roads

Rural Main Distributor Roads

These roads connect the main towns with the Primary Route Network and link neighbouring towns within the PRN grid. Single carriageways will usually be adequate. Main distributor roads consist of those county 'A' roads which do not form part of the Primary Route Network and are identified by the white backed signs.

Rural Secondary Distributor Roads

These roads connect the important rural settlements to each other and to the main distributor network. They are the main access routes to rural areas and are classified 'B' roads.

Rural Local Distributor and Access Roads

These are the country lanes which give access to adjacent land.

Cases for improvement on environmental and safety reasons will be rare as traffic flows should be low but when undertaken the rural nature of the road will be paramount.

Developments on Rural Local Distributor and Access Roads which would generate a change in the amount or type of traffic will be resisted in the following circumstances:

- Where there is an increased risk of accidents;
- Where the road is poor in terms of width, alignment and/or structural condition;
- Where increased traffic would have an adverse effect on the local environment either to the rural character of the road or residential properties alongside it.

Development off a road of poor condition could be acceptable if the following conditions are met:

i)   the development is within 1 km of the distributor road network;
ii)   the developer provides improvements to the local road which satisfy environmental, safety and capacity conditions and Rights of Way Improvement Plan measures.

This policy and criteria will particularly apply to recreational developments which could attract large numbers of visitors, albeit on only one or two occasions each year.

Urban Roads

Primary Routes will not usually pass through urban areas, and where they do so, bypasses may be considered. However, it will still be appropriate for a hierarchy of the roads to be developed in urban areas so that roads can be developed to best fulfil their most appropriate function.

As the county council does not wish to encourage car use in urban areas it will not improve urban roads solely for capacity reasons.

Any urban road improvement will need to satisfy one or more of the following:

- Have substantial environmental benefits such as enabling traffic to be taken out of a town centre which sufficiently outweigh any environmental disbenefit;
- Have the primary aim of reducing road accidents;
- Be necessary to enable urban redevelopment or urban regeneration proposals to proceed.

Urban Main Distributor Roads

These are the main roads which distribute traffic within towns, around town centres and link town centres and main industrial areas to the Primary Route Network. Urban Main Distributor roads will be designated 'A' roads with white backed signs.

Urban Secondary Distributor Roads

These roads will connect important urban neighbourhoods to each other and to the Main Distributor roads, and form the distributor routes through large residential areas. Secondary Distributor roads will normally be designated 'B' roads and it is appropriate for these to be bus routes.

Urban Local Distributor and Access Roads

Vehicles will be discouraged from passing through areas within the distributor road network. The main function of these roads will often be estate roads to provide access to properties and the aim will be to keep vehicle speeds low.

Highway improvements on non-primary urban routes will normally only be carried out as part of an overall transport plan for an area or for highway safety reasons.

Where the improvements are part of a plan, then it must be necessary to either:

- i) Enable more effective use of passenger transport, walking, cycling or horse riding;
- ii) Result in significant environmental benefits;
- iii) Assist urban regeneration.

Within urban areas Route User Hierarchies will be established to show the streets which are most suitable for different users, typically pedestrians, cyclists, passenger transport vehicles and other vehicles. The hierarchies will be established through Urban Transport Plans (section 3.29).

Consideration of Place and Movement

In terms of highway design and layout Manual for Streets (MfS)[6] supersedes government guidance on highway design set out in Design Bulletin 32 (DB32) and its companion guide Places, Streets and Movement (PSM). In MfS the balance of the 'place' and 'movement' functions of a highway is the primary consideration in deciding whether a highway is a 'street' or a 'road'. From this flow the objectives for its role in the network and appropriate design criteria.

The status of a highway in the Road Hierarchy is a strong indicator of its function. Primary routes and Main Distributor roads carry large volumes of traffic. Freight is directed along such routes which are A and B class roads. In general the standards set out in the Design Manual for Roads and Bridges (DMRB) and HCC guidance Roads in Hertfordshire will be used on roads which are classified as Primary or Main Distributor roads.

However, at locations on Primary or Main Distributor roads where it can be satisfactorily demonstrated that the 'place' function outweighs the 'movement' function (i.e. the characteristics of the highway and built environment are such as to warrant design considerations from MfS) the recommendations of MfS will be applied. MfS should only be used in 60kph (37mph) or lower speeds. When the speed on a high class road is less than 60kph (37mph) and it has significant 'place' function then the recommendations of MfS in terms of visibility and layout will be applied.

It is the responsibility of users of MfS to ensure that its application to the design of streets not specifically covered is appropriate. The Stopping Sight Distances (SSDs) required for HGVs and buses are considerably longer than those stated in MfS and are more in accordance with those stated in DMRB. All roads, irrespective of class or classification, which have a regular bus frequency or significant HGV usage (defined by a percentage of total traffic flow and/or Road Hierarchy designation), should have an appropriate SSD requirement to accord with DMRB rather than the recommendations contained in MfS, to allow HGVs and buses to slow and stop safely.

Future Developments

For the Primary Route Network, the county council's aim is to complete the strategic east-west routes to enhance links within the East of England Region. The county

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[6] Manual for Streets (MfS) published by the Department of Communities and Local Government and Department of Transport on 29th March 2007 and Manual for Streets 2 - Wider Application of the Principles published by the Chartered Institution of Highways and Transportation (CIHT) on 29 September 2010

council intends to make improvements to the A120 around Little Hadham. This scheme will divert the Primary Route Network link to the A10 away from Little

Hadham, bringing much needed environmental benefits to the village and relieving a major bottleneck including for traffic travelling to and from Stansted Airport .

The county council also supports the following schemes proposed by DfT on motorways and trunk roads:

>　Widening M25 Junctions 16-23
>　Motorway management M25 Junctions 23-27
>　M1 Junction 11A – A5 Dunstable Bypass

The more local schemes supported by the council are referred to in the Implementation Plan which forms part of the LTP.

3.21   Rural Transport

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

There are a range of definitions as to what comprises rural but there is no doubt that Hertfordshire has a significant rural area. In approximate terms it accounts for 80% of the county and is home to over 200,000 residents. However the nature of the county is such that Hertfordshire's villages are no more than 5 miles from a town and this contributes to the complex journey patterns typical of the county.

Inevitably the majority of these journeys are by car with the county as a whole having high levels of car ownership and car availability. However within the rural areas there are people for whom the car is not an option and who have difficulty accessing important services. At the same time the county's overarching policies to reduce the need to travel and increase use of sustainable modes are arguably more difficult to achieve in rural areas.

The county council will seek to ensure that transport services in rural areas enable people to access important destinations and services and contribute to reducing the dominance of the car as the favoured mode of transport.

The county council's approach to rural transport policy is detailed in a Rural Strategy that sets outs its aspirations for rural transport though this is to be read in conjunction with the county's other strategies, such as the Bus Strategy and Rights of Way Improvement Plan, and the other policies in this document. The Strategy takes account of the most recent Government guidance on rural issues[7] which presently means the key themes are; to provide local services; a stronger role for communities; recognise the importance of the car; provide quality passenger transport and co-ordinate services; improve rural road safety; reduce the impact of traffic in rural areas and encourage cycling and walking.

The main areas of work, in conjunction with partners and villages and parishes, are likely to be; investigating traffic related problems; facilitating cycling and walking and increasing the use of the Rights of Way Network for journeys; considering issues of passenger transport to make it more responsive to people's real needs and, where feasible, improving access to services. Promotion and provision of information will be a key element as will the promotion of leisure (and healthy exercise) in the countryside.

The role of the voluntary sector in providing transport in rural areas will also be considered within the strategy.

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[7] The present guidance is the Rural White Paper, 'Our Countryside: The Future, A fair deal for Rural England', published in November 2000 and restated in the HCC 2004 Rural Strategy

The treatment of identified transport issues and the potential schemes and measures to address them are explained in the introduction to this document (section 1). Proposed schemes have to qualify for the programme for implementation which is reviewed annually.

3.22 School Travel

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

School travel makes up a significant element of peak hour travel. The county council's aim is to increase opportunities for children and young people to travel to, from and between schools and colleges by sustainable modes. To achieve this:

The county council will seek to deliver a network of more sustainable transport links to all schools in Hertfordshire by working closely with parents, pupils, teachers and local residents and by supporting schools' own travel plans.

This policy will be delivered through Hertfordshire's Sustainable Modes of Travel Strategy (SMoTS) for Schools and Colleges. SMoTS is a requirement of section 76 of the Education Act 2006 and aims to:
- Reduce the use of the car for journeys to, from and between educational establishments
- Improve accessibility to, from and between educational establishments
- Improve child road safety
- Improve child health
- Improve the quality of the local environment

A number of specific objectives have been formed to help meet these aims:
1. To improve walking routes to, from and between educational establishments.
2. To improve cycle routes to, from, and between educational establishments, and improve the cycle facilities within them.
3. To improve passenger transport services to, from, and between educational establishments.
4. To raise child and parental/guardian awareness of the health, environmental and safety benefits of sustainable travel, and to promote the use of the sustainable transport infrastructure.
5. To inform children and parents/guardians of the travel options available to them (including pupils with special educational needs and disabilities).
6. To engage all schools and colleges in the Travel Plan process.
7. To encourage partnership working and strengthen links to other plans, policies and initiatives.
8. To continue development of Hertfordshire's Sustainable Modes of Travel Strategy and assess its effectiveness.

For each objective, a detailed action plan has been produced. These are outlined in the county council's SMoTS document, and their progress reported on each year. The School Travel Action Group (STAG), a continuation of the Local Education Access Route Network (LEARN) package, oversees implementation of the action plans, which includes the delivery of Safer Routes to School projects and support of school travel plans.

Other key actions include the development and support of various road safety and sustainable travel campaigns, the development of a school travel website, and understanding and meeting the new travel needs of pupils arising from educational reform programmes, such as Extended Schools consortia and 14-19 diplomas.
Safe walking and cycling will continue to be promoted through the School Travel Plan and Safer Routes to School programmes.

3.23 Security on the Network

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Hertfordshire has a relatively low incidence of crime yet people's perceptions of crime and anti-social behaviour (ASB) remain high to the point where they outweigh the actual level of incidence. For many people their perception of crime and ASB can greatly impact travel habits just as much as any actual experience and for more vulnerable members of society, it can dissuade them from travelling altogether.

Passenger safety and a feeling of security are imperative if the aim of increasing passenger transport patronage is to be achieved. In addition the county council must look to address the security of our transport system against major incidents including potential terrorist threats and other critical events.

The aim of the policy is to ensure that measures are in place to safeguard passengers and transport assets that form part of the passenger transport system.

The county council will seek to:

A. Improve the perception of safety and security on Hertfordshire's transport system.
B. Decrease the number of incidents of anti-social behaviour, crime and criminal damage occurring on the transport system.
C. Support education programmes aimed at keeping users safe on the transport network.
D. Ensure the county's transport system is resilient and prepared for instances of major alert .

Passengers' satisfaction in the rail industry is reportedly affected by two key strands: whether a service is disrupted and whether they feel safe. There are similar concerns for bus passengers. Measures should be in place to protect passengers and in addition these need to be visible in order to contribute to perceptions of safety.

The county council will work with other organisations including transport operators to address design of infrastructure, including interchanges, visible staffing and other measures such as improved lighting and CCTV. Crime on the network contributes to a negative perception of passenger transport and the council will work with partners, including the Police and the British Transport Police, to reduce both crime committed against passengers and criminal damage and theft of transport assets, including cycles parked at stations.

The need for security applies equally to pedestrians and other vulnerable users such as cyclists. The requirements for lighting, CCTV and good design to enhance the environment and deter crime apply across the network and especially in urban areas.

Good design and vigilance are also important for the security of the network itself. In addition the county council will continue to ensure that it supports multi agency preparedness plans and exercises designed to combat the threat of terrorism and other incidents.

3.24　　　Speed Management

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Effective speed management involves many components designed to work together to encourage, help and require road users to adopt appropriate and safe speeds and to make effective use of road space. The aim is to develop a safe and efficient road system which aids wider economic and environmental objectives in a sustainable way.

It is recognised that inappropriate traffic speeds can cause problems in terms of safety, the environment, through noise and impacts on the quality of an area, and to other road users, particularly through making walking, horse riding and cycling less attractive and perceived as less safe. Speed restrictions, including 20mph restrictions, will be appropriate for these reasons in some locations. However maintaining the free flow of traffic without undue and inconsistent restrictions which can be difficult to enforce is also important.
.

The county council will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users and of the economy and environment. Speed limits will be set in line with the Speed Management Strategy.

To help achieve this policy the county council has adopted a Speed Management Strategy in line with recent government guidance on setting speed limits and undertaking speed limit reviews. Setting limits and maintaining effective speed management across the county will be done in partnership with stakeholders and most particularly with the police, the Hertfordshire Constabulary.

The policy for the implementation of the speed management strategy and contained within the strategy itself is:

The county council will ensure that speed limits are introduced and reviewed in a manner consistent with the current government guidance. Exceptions to usual practice will be set out in the Speed Management Strategy which will be subject to periodic review.

The introduction of speed management measures will only be considered where it can be demonstrated they meet and contribute to the:

- Speed Management Strategy including the key criteria
- Local Transport Plan Challenges and policies

Schemes will normally be identified through the Urban Transport Plans. The range of measures considered will take into account the relevant regulations, best practise, all highway users and local experience in Hertfordshire. This may include the use of appropriate current and new technologies.

Explanatory Notes

Revised Government Guidance:
The county council has revised its Speed Management Strategy to take into account the latest government guidance on 'Setting Local Speed Limits' [DFT Circular 01/2006] and the 'Speed Assessment Framework' [Traffic Advisory Leaflet 02/2006]. The government guidance should be followed in all circumstances except where specific exceptions are set out in the strategy.

Setting Speed Limits:
When considering a change or reviewing a speed limit the following will be taken into account:

- The 'Hertfordshire Speed Limit framework' which sets out what appropriate limits are for particular road classifications.
- An assessment of the environment to confirm that a speed limit is appropriate for the road and the adjoining Rights of Way network.
- Vehicle speeds do not exceed those stated in the 'Proposed Speed Limit Threshold' table

Traffic Calming Measures
Implementing traffic calming measures is a complex process which would involve various criteria. Speed management measures which involve traffic calming will need to adhere to the criteria set out in the Traffic Calming Measures table within the strategy. The use of traffic calming measures can be a relatively expensive intervention. It is therefore important to be able to demonstrate the value of any scheme.

This policy relates to both urban and rural areas and will also contribute to the achievement of the Quality of Life policy.

Bibliography

DFT Circular 01/2006 Setting Local Speed Limits
TAL 02/2006 Speed Assessment Framework
HCC Speed Management Strategy (November 2009)

3.25 Sustainable Distribution and Freight

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Sustainable distribution covers the overall movement of goods from source to destination. The aim of this policy is to ensure that freight is able to move quickly and efficiently through the county without compromising the natural environment, the economy, or affecting the quality of life for residents.

The movement of goods within Hertfordshire is primarily by road, with over 2 million vehicle kilometres travelled by HGVs in Hertfordshire each day. Whilst the Primary Route Network is designed to cater for high flows of HGVs, access to the final destination via local roads can have major impacts on the environment and on congestion in both town centres and rural areas. However, the alternatives of rail and water freight are limited. Navigable waterways are limited to two routes (Grand Union Canal and the River Lee/Stort navigation), and whilst the rail network is more extensive, these routes already have severe capacity problems from the expanding passenger services. The county council's aims for sustainable distribution therefore concentrate on minimising the impact of road traffic, whilst ensuring that any opportunities that may arise for rail and water freight can be taken up.

The county council will seek to:

A. Encourage Heavy Goods Vehicles to use the primary route network by means of signing and use traffic management measures to restrict inappropriate heavy goods movements on certain other routes where problems persist.
B. Provide clear advice to planning authorities in respect of the highways implications and location of developments likely to generate additional freight movements on the highway network.
C. Encourage proposals that support a shift from road-borne freight to less environmentally damaging modes, including rail, water and pipelines. Wherever appropriate, conditions will be imposed on planning permissions and planning obligations will be sought to maximise the amount of non-road borne freight.
D. Support the establishment of rail depots for freight, including aggregates and waste at suitable locations in the county, taking into account the suitability of the local road network for secondary collection or distribution, the relationship with employment uses and the environmental impact.
E. Support the formation of 'Quality Partnerships' between interested parties in order to develop an understanding of distribution issues and to promote constructive solutions which reconcile the need of access for goods and services with local environment and social concerns.

Explanatory Notes

Policy Statement A: Heavy Goods Vehicles

The county council wants the majority of freight movements involving HGVs, and especially those travelling through the county, to use the primary route network. Primary routes are constructed to the highest standards and usually bypass residential developments and congested urban centres. This minimises the impact on local residents and can improve the efficiency of such transport as it avoids frequent stops which can increase fuel consumption and pollution. It is clear that the distribution industry desires the quickest and easiest routes and that in the majority of cases this can be achieved through clear signing of the primary route network and reliable information on traffic conditions.

The county council will therefore:

- Direct lorry movements along primary routes through appropriate signing and encourage their use for the longest part of the journey, and thereby discourage the use of local roads.
- Help HGV drivers to use the best routes between the primary route network and local destinations by using the advisory black signs with a white lorry symbol.
- Work with the industry to help delivery drivers identify congestion hot spots and suitable routes through towns.
- Evaluate potential of designated HGV and lorry lanes where appropriate.
- Encourage local businesses to co-operate in using the recommended routes.

The main areas of conflict arise where local distribution occurs or drivers seek to avoid areas of localised congestion. HGVs using unsuitable roads and rights of way as a result of following satellite navigation systems, obstructing footways or roads when unloading, causing nuisance when parked in residential areas are often cited as examples. These cases are relatively infrequent but cause a degree of stress which could be avoided through the following targeted interventions:

- Create designated lorry bays of appropriate size, with good signing, where no alternatives are available to prevent congestion. Implement and enforce parking restrictions to facilitate access to commercial premises.
- Enable provision of lorry parking and driver facilities to ensure safe and appropriate places for HGV drivers to stop for their legal breaks thereby minimising any adverse impacts upon the local community and environment. This should be in line with guidance provided in "The Strategy for Lorry Parking Provision in England"[8].

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[8] *DFT, Strategy for Lorry Parking Provision in England, 2009*

- Implement restrictions or bans where other measures have not been successful and where the restrictions will have overall benefits and not move HGVs from one unsuitable road to another. Wherever possible these should be self-enforcing.
- Encourage companies not to allow employees to take their HGVs home.
- Undertake measures to reduce unauthorised overnight parking of HGVs in residential streets, lay-bys, public rights of way and other undesirable locations.
- Resist applications for new operators licences involving property served off the rural road network.

The county council recognises that route guidance, in particular satellite navigation ('sat nav'), devices are becoming increasingly widespread in their usage for both vehicles and HGVs and can encourage the use of 'rat runs' or give ill-advised or illegal instructions to the user. In this respect the county council with other authorities will encourage satellite navigation data providers to develop HGV specific route maps that take into account suitability criteria including road width / weight / height restrictions / unsuitable surfaces of minor road and rights of way and will pass on information relating to local problem sites where these are brought to our attention.

Policy Statement B: Development Control

The county council has a critical role in advising planning authorities on the highways implications of development proposals and can use this to implement its freight policies. In this respect early discussion with developers can facilitate positive change through the location and operation of freight facilities and other businesses that rely heavily on distribution. Advice will be guided by the following broad principles:

- The location of freight generating development in proximity to transfer depots will be encouraged.
- Developments generating substantial freight movements, such as distribution and warehousing, should be located away from congested central areas and residential areas, and should ensure adequate access to the primary route network.
- Depots, whether currently in operation or not, and access to them will be safeguarded for freight transport use wherever possible.
- The appropriateness of developing transhipment (transfer) centres for road haulage, where goods are transferred into smaller less intrusive vehicles for urban delivery, should take into consideration a range of local issues including highway issues.
- Restrictions on night time deliveries should be considered in line with DfT guidance "Delivering the Goods: A toolkit for improving deliveries" available from http://www.fta.co.uk.
- The development of Roadside Facilities in appropriate areas will be considered but Facilities should be a minimum of 15 miles apart on A roads.
- Encourage use of Construction travel plans in order to provide a coordinated approach to road vehicle movements associated with a development site.

- Construction travel plans should address the transport of building materials and also the travel of the construction workforce.

Policy Statement C: Non-road Freight

The county council supports the transfer of more freight from road to rail, and will give appropriate emphasis to freight in ongoing discussions relating to rail network capacity in Hertfordshire.   The value of transit rail-freight across the county is recognised in terms of its positive impact on congestion on the primary road network.

The navigable waterways in the county may offer potential to carry limited types of freight.

Policy Statement D: Rail and Water freight facilities

It continues to be difficult to identify key sites for potential rail freight terminals in Hertfordshire, largely because of land use pressures and the need to preserve Green Belt. The county council will however continue to work with industry partners to identify opportunities for new sites for freight transfer, rail and water, where they are feasible and meet planning guidelines.

Policy Statement E: 'Freight Quality Partnerships'

The positive role of Freight Quality Partnerships (FQPs) is recognised and the county council will encourage those who wish to set a partnership up. The county council's strategy for freight quality partnerships is therefore:

- Formation of 'Quality Partnerships' between local authorities, the freight industry, businesses, residents and community, environmental groups and interested parties will be supported where there are existing freight distribution problems identified through an Urban Transport Plan or similar document, or where proposed new developments will create opportunities or problems, and where it is clearly desired and supported by local businesses and hauliers.
- The purpose of any FQP must be clearly defined and will include the need to develop understanding of distribution issues and problems at the local level and to promote constructive solutions which reconcile the need access for goods and services with local environmental and social concerns. Issues could include the size of lorries used for distribution in areas with unsuitable roads.
- The county council will continue to support the regional Freight Quality Partnership with neighbouring authorities and haulage associations.

Working with stakeholders outside of quality partnerships

The county council recognises the importance of maintaining positive dialogue with stakeholders where no quality partnership exists to support the implementation of the freight policy. Stakeholders include freight hauliers, businesses and operators. Such dialogue will:

- Seek to increase awareness within companies of the environmental impact of their transportation activities and encourage them to develop effective environmental polices and adopt business travel plans.
- Ensure comprehensive and early consultation with industry and suppliers when developing traffic management plans.
- Enable the county council to work with local companies to encourage local sourcing.

Bibliography

DfT, Delivering the Goods: A toolkit for improving deliveries.
Highways Agency, Roadside Facilities Policy
DfT Strategic Rail Freight Policy, 2004
DFT, Strategy for Lorry Parking Provision in England, 2009

3.26 Taxis

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Taxis form an important part of the integrated passenger transport network. They have a role to play in reducing dependency on the private car by providing a final leg in rail or bus journeys, and by providing an alternative to walking and cycling in inclement weather. In doing so, they remove the need to use a private car and thereby the temptation to use the car when the alternatives are realistic. They also play an important part in evening and social occasions where drinking and driving is an issue.

Taxis are provided by private operators, but are licensed by the ten District / Borough councils. Taxis are encouraged where they form part of an integrated transport system. In addition, the county council uses taxis as a significant element of its passenger transport provision for educational and social services transport needs.

The county council will promote the use of, and provision of facilities for, taxis where:

A.   They form part of an integrated transport system/scheme i.e. interchanges.
B.   They encourage a switch away from the use of the private car, e.g. by providing the final link from the railway station to home.
C.   They assist in social inclusion by providing car-based trips for non-car owners e.g. from the supermarket to home.
D.   They deliver a cost-effective means of providing educational and social service transport.

Explanatory notes

Licensing
The ten Districts/Boroughs have a statutory duty to license Taxis and Private Hire vehicles (granted under the Town Police Clauses Act 1847, and Local Government (Miscellaneous Provisions) Act 1976). All have policies on vehicle and driver standards.

Ranks and Other Facilities
Taxi ranks are normally designated by the District/Borough councils, although allocations at rail stations are dealt with by the train operating companies and/or Network Rail.

Educational and Social Service Passenger Transport Provision
The county council has over 1000 contracts with local taxi/hire car and minibus operators, to provide transport to schools, colleges and adult day services, as required by the county council's various educational and social service functions.

These contracts provide for regular journeys to over 3000 clients across Hertfordshire and are an important part of the taxi and car hire trading. The county council has published operational guidelines as part of these contracts to ensure service standards are improved. These contracts are planned to meet needs and are integrated with other passenger transport provisions wherever possible to obtain cost effective value.

Role of Taxis in General Passenger Transport Provision
As part of passenger transport policies, the use of taxi and hire cars are promoted as one of the alternative ways to travel under our TravelWise policies and for shopping, social and business journeys they form an important link in overall accessibility.

The county council has explored greater use of taxis/PHVs to serve urban areas and provide links to interchanges, rail stations and major business areas for visitors for Hertfordshire's businesses. They are used widely for airport access journeys and unofficial sharing is much more general than realised.

A limited number of taxi bus opportunities exist in relation to rural community transport schemes. Such measures will be considered within the Rural Transport Strategy although the taxis/PHV trade, as a commercial trade, tends to serve the more populated areas with a higher service for obvious commercial reasons. The county council also supports various taxi voucher schemes in the county.

3.27 Transport Asset Management Plan

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (Appendix 1)]

Asset Management aims to help deliver optimal value for money in the way the county council manages the physical transport assets. The county council has prepared a Transport Asset Management Plan (TAMP), a daughter document to this LTP, that sets out how this will be delivered. This policy encapsulates the principles of asset management which are further detailed within the TAMP and it's supporting documentation.

The county council will seek to:

A.   Identify and apply industry-leading good practice to the management of all transport assets.
B.   Consider and manage the safety of the network.
C.   Consider and manage the availability of the network.
D.   Consider and manage the accessibility of the network.
E.   Consider and manage the environmental impact of the network both in terms of our works and the effect they will have on the use of the network.
F.   Maximise the opportunity for investment to maintain and improve the condition of the transport network.

Explanatory notes

Policy statement A: Good Practice

Hertfordshire is in the vanguard of asset management and is recognised as one of the leading authorities in the field. The current TAMP represents a further evolution of its predecessor the Highways Asset Management Plan, the first such plan in the UK. Hertfordshire is actively involved in a number of regional and national groups that seek to develop and share good practice. Hertfordshire has actively contributed to a number of recent national projects further developing transport asset management and related disciplines:

- A report for the DfT by consultant Atkins on the progress local authorities were making with TAMPs identified Hertfordshire as one of the leading authorities in the field.
- A report prepared by CIPFA (Chartered Institute for Public Finance Accountants) jointly for HM Treasury and DfT on the asset management approach to valuing and maintaining highways also named Hertfordshire as a leading authority and highlighted efficiency savings made through the application of asset management.
- In 2009/10 Hertfordshire was awarded additional reward funding by the DfT and asked to take on the role of Regional Asset Management Champion, based on the pioneering work done in the field.

Those responsible will continue however to look across the industry and further afield, to identify good practice and seek to apply it in the county.

Policy Statement B: Safety

Hertfordshire has a number of complementary programmes designed to improve road safety and, in particular, reduce the number of people killed or injured on the roads.

These include measures that relate directly to the physical highway asset such as the safety engineering programme; which delivers engineering measures such as traffic calming, highway improvements or upgraded signs and road markings specifically targeted to tackle a particular identified accident problem at a given location. In addition, the Safety Camera Partnership between the police, magistrates' courts and HCC uses physical assets on the highway in the form of safety cameras and hard standings for enforcement vehicles to help reduce accidents by improving speed limit compliance at key sites.

These are complemented by a number of other non-asset based programmes based around education, training and publicity as well as practical measures like school crossing patrols and walking buses to help get children to and from school safely.

The success of these combined programmes is measured by performance in relation to road casualty figures which are reported in the LTP annual progress reports.

Policy statement C: Availability

Availability of the network is currently measured and managed using LTP indicators for area-wide traffic mileage and peak period traffic flows. The Corporate Plan and LTP also use indicators such as use of local buses, number of schools with a travel plan and public perception of the issue to gauge HCC's impact on congestion. A journey time based congestion measure consistent with National Indicator 167 has been established and will continue to be monitored. This will contribute to assessing availability of the network and will link to the effectiveness of, for example, roadwork management.

Asset management strongly encourages asset owners to consider the cost and impact of future maintenance of the asset when planning and designing current maintenance or improvement works by looking at the whole lifecycle of the asset rather than just the short term impact. By doing so it is sometimes possible to reduce the cost and disruption related to future maintenance by good design now; often at little or no additional coat. In the long term, this can have a significant positive impact on availability of the asset.

The impact of climate change on the future management of highway assets has the potential to be significant. Warmer, dryer summers, colder wetter winters and more intense periods of rain or snow could all have a profound impact on the way the network is managed, maintained and improved (see section 3.4).

Policy statement D: Accessibility

Accessibility is currently monitored using measures such as the number of people who find it difficult to travel to a local hospital and the percentage of the rights of way network that is easy for the public to use although other indicators around access to new developments and access to employment are under consideration. Asset management impacts upon this by encouraging a joined-up approach to the design of projects and by helping to ensure that impacts on accessibility (positive or negative) as part of schemes are considered at the appropriate stage.

Accessibility in terms of access to services is considered in section 3.1.

Policy statement E: Environment

Asset management promotes the consideration of whole-life costs in the decision making process so that the best overall long-term solution is selected. This approach lends itself to the consideration of longer-term environmental impacts from the operation of the network.

Currently there is no overall measure of the environmental impact of the highway works promoted by Hertfordshire; either in their immediate impact in terms of energy used, new material quarried, old material sent to land fill or in their long term impact on user behaviour and the promotion of sustainable transport. In addition is the contribution to carbon emissions and the impact on climate change. Many of these elements are measured or reported individually but consideration is being given to the creation of a consistent system for assessing the short and long term environmental impact of schemes and other works on the highway both to encourage sustainability (short and long-term) and to report and measure progress in this area.

Policy statement F: Condition

The measurement of road and footway condition is highly dependant on two National Indicators and two former Best Value Performance Indicators (BVPIs):
- NI168 (formerly BV223) – A Roads
- NI169 (formerly BV224a) – B & C Roads
- BV224b (was BV97b) – Unclassified Roads
  (the remainder of the carriageway network)
- BV187 – High & Medium Use Footways
  (around 14% of the total footway network)

The BVPIs for A, B and C roads have been superseded by National Indicators and there is a continuing requirement to report these annually. The remaining BVPIs will continue to be monitored as they form key measures within the LTP and Corporate Plan. All four however have a key disadvantage, that they measure only the percentage of the relevant network that is in a 'poor' condition (consequently a low number is better on these indicators); this can have the effect of encouraging authorities to pursue a 'worst first' strategy in order to improve the BVPIs in the short term rather than to take a longer term view and prioritise preventative maintenance.

Hertfordshire's asset management approach takes a longer term view on maintenance. As well as tackling some roads and footways in poor condition as recorded by the BVPIs, much work is carried out maintaining roads and footways before they get into a poor condition. This does not have an immediate impact on the BVPIs since maintaining a road before it deteriorates too far does not reduce the percentage of bad roads. The benefits of this strategy will be seen a few years down the line when the roads that received the preventative treatment would otherwise have reached a poor condition. Therefore, as an alternative to the national indicators, Hertfordshire has developed an Average Condition Indicator, which is influenced by the condition of all roads, not just those in a poor condition. Results will be reported in the future when there is sufficient historic data to establish a trend.

Tactical and Operational Guidance

To ensure that the asset management approach is embedded in the day to day operation of the Highways service a comprehensive set of documents are being developed. These documents all support and supplement this tactical policy by providing further tactical-level analysis or operational guidance and are subsidiary documents to the TAMP. Some of this guidance is being created or revised in conjunction with Roads in Hertfordshire with the intention of proving unified and consistent internal and external guidance documents.

Bibliography

HCC Transport Asset Management Plan (2008)
HCC TAMP Asset Performance Report 2009

3.28 Travel Planning and Changing Travel Behaviour

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

The county council recognises that travel behaviour change will not be easy, and that there is resistance to change in some quarters, however it also recognises that the need to reduce dependence on the car could become more urgent in the life time of this Local Transport Plan. This will require infrastructure, information and encouragement to enable change to more sustainable transport.

The programme to introduce sustainable travel (TravelWise) started in Hertfordshire in 1993 and has since been adopted by most local highway and other public authorities in the UK, co-ordinated through ACTTravelWise, of which HCC is an active member. ACTTravelWise works to promote sustainable transport in both the public and private sectors and government.

The promotion of change in people's behaviour is an important element of the county's approach to achieve an increase in the use of sustainable modes as is the provision of information to enable people to make sustainable choices.

The county council in association with partner organisations will:

A. Raise awareness of the problems associated with traffic growth, particularly in relation to environmental, health, economic and social effects, and generating public acceptance for the need to change travel behaviour.
B. Promote TravelWise and sustainable transport through businesses, schools, community groups and other organisations to encourage them to take action
C. Promote the benefits of removing journeys through remote technology, such as remote working or shopping.
D. Promote the means of reducing the impact of car journeys by encouraging methods such as the use of local facilities, better driving techniques, alternative fuels and planning trips so as to reduce unnecessary mileage.
E. Encourage existing car users to change to cycling, walking, passenger transport and car sharing to reduce the proportion of journeys made by car.

Travel Plans look to increase sustainable travel for an organisation or premises and will include a set of measures designed to reduce the impact of traffic congestion for commuter and business journeys. The county council requires travel plans to accompany many planning applications and will work to encourage other premises to develop a travel plan to reduce traffic to those premises.

Such plans can be cost effective for the organisation that implements them and can also have a beneficial impact on the health of the staff and on local environmental conditions. Travel Plans are therefore a key management tool that brings together transport and other business issues in a co-ordinated strategy for the company or organisation.

The county council will encourage the widespread adoption of Travel Plans through:

A. Working in partnership with businesses and other organisations to develop travel plans and implement Smarter Choices measures
B. Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments.

The county council is also active in promotion of travel plans for schools as part of wider school travel initiatives (see School Travel section 3.22).

Research both within and outside Hertfordshire has shown that these measures (collectively called Smarter Choices by the government) can have measurable impacts of a reduction of 10 – 15% in single occupancy vehicle use (SOV) at relatively low cost. Projects in the county have demonstrated that results in Hertfordshire can replicate those from elsewhere.

Personalised travel planning, such as the TravelSmart project in Watford, is aimed at individual residents/users in an area to demonstrate the alternative modes available to them to make their journeys. Evidence suggests that when the information is tailored to the user the take up of alternative modes increases.

Business TravelWise

Business travel plans are promoted through Hertfordshire's Business TravelWise (BTW) initiative which was launched in 1996.

The offering to business at present includes the Hertsliftshare.org car sharing site, a set of information leaflets for businesses, a travel plan pro-forma to take a business through the travel planning process as easily as possible, and a new and clearer format for the evaluation of travel plans. There is also an advice service for businesses and other organisations. New guidance documents both for planning officers and for developers are in preparation.

Many local businesses have already made reductions in the car traffic to their sites and have active travel plans. The county council aims by 2015 to install and roll out monitoring software for travel plans to enable better data on success.

Development Control

It is easier to develop green transport or travel plans at the planning permission stage of new developments rather than for existing sites because:

- Employees will not have developed their own travel patterns and therefore may be more willing to try alternatives to the car, and
- Infrastructure to accommodate walking, cycling and passenger transport can be incorporated into the design of the site.

Decisions on planning permissions are therefore a powerful inducement. Every planning application referred to the highway authority is examined in the light of sustainable access arrangements. In support of this the county council advises developers to prepare such plans in advance of applying for planning permission.

County Council Sites

As part of a major reorganisation of county council office space during the past few years, travel plans have been developed for all the county council's main bases. They include passenger transport information, car sharing and cycle facilities at all sites and promotions and information about sustainable travel. The TravelWise team also works with the county's Climate Change Team to monitor and advise on the environmental impacts of business travel.

3.29 Urban Transport Plans

The county council will produce Urban Transport Plans as part of their key role in delivering the intentions of the transport policies, delivering local priorities, supporting the District councils in their planning functions and securing external funding.

Urban Transport Plans (UTP's) are produced by the county council in its role as transport authority. They are produced in conjunction with the District councils and are subject to public consultation. The Plans set out a framework to focus transport improvements within a specific geographical area for the next 15 to 20 years. They are daughter documents to the Local Transport Plan (LTP).

The UTPs play a key role in delivering the intentions of the transport policies. There is an agreed rolling programme of UTP development endorsed by the county councils Highways and Transport Panel.

The aim of the UTP's is to provide a clear definitive list of the transport issues for each area and where possible the potential solutions and improvements to address them. The Plans also set out where dependencies exist within programmes.

Each UTP includes a proposed five year delivery programme. This programme includes both short and medium term projects as well as longer term aspirations of a more complex nature which may require funding and further development during the life of the Plan. The programmes are reflected in the Implementation Plan of the LTP.

An element of the UTPs will be to determine route user hierarchies within the urban areas. The hierarchy will show how the existing streets sit within an area and the links to important destinations in the town. The position of a street within the existing movement framework will determine the demands it needs to meet.

3.30 Walking

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document **(Appendix 1)**]

Walking is a healthy and sustainable mode of transport which is appropriate for short journeys and can be combined with passenger transport to facilitate longer journeys. An increase in walking as a choice of mode will help reduce traffic levels, reduce emissions, improve air quality and improve the health of those walking.

Improving facilities for pedestrians in both urban and rural areas is therefore an integral part of the county's policies and this is reflected in the county's Walking Strategy, Urban Transport Plans and the Rights of Way Improvement Plan.

To achieve the aim of increasing the number of walking trips being made in relation to other trips:

The county council will seek to:

A. Encourage walking as a healthy and sustainable mode of transport for short journeys, as part of longer journeys incorporating passenger transport and for recreational enjoyment.
B. Identify and promote networks of pedestrian priority routes within towns, as part of the integrated urban transport plans.
C. Implement measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres and other community areas.
D. Provide improved pedestrian facilities along routes, and at key locations, where it would enable and encourage people to make journeys on foot.
E. Support the implementation of the Rights of Way Improvement Plan.

Explanatory notes

Policy Statement A

The county council will encourage walking through:

- Providing improvements to infrastructure for pedestrians in the vicinity of developments through the planning process.
- Giving full consideration to pedestrians when developing urban transport plans and designing new highways and highway improvement schemes.
- Providing measures such as dropped kerbs, safe crossings and improved signage that will help people to walk to key services.
- Providing information on walking in printed and electronic form.
- Promoting walking as a healthy mode of transport across the county and particularly in schools, and with employers in order to encourage walking as a means of travel between home and work and for children between home and school.

- Working with and supporting the District/Borough councils in developing local Walking Strategies in line with the county Walking Strategy.
- Working with other interested organisations, including the health providers.
- Deterring inappropriate speeds using street design guidance, as given in the county's guidance document Roads in Hertfordshire, to keep vehicle speeds at or below 20 mph on residential streets where appropriate.

The greatest potential for encouraging modal shift will be short journeys and journeys of less than 1 mile make up 11% of journeys in the county (2009 County Travel Survey). In addition there will be longer journeys where walking combined with passenger transport, bus or rail, offer alternatives to the car.

Policy Statement B

Pedestrian priority routes (see Urban Transport Plans section 3.29) should be comprehensive and connect all major destinations throughout towns and especially passenger transport facilities, key services (see Access to Services, section 3.1) and schools and will be developed in line with a route user hierarchy for urban areas. Development of pedestrian routes for children to travel to and from schools with better personal and road safety in mind as part of Hertfordshire's Sustainable Modes of Travel Strategy (SMoTS) (see School Travel section 3.22).

Policy Statement C

Much of the evidence on walking as a choice of mode highlights the real or perceived dominance of cars in the walking environment. Decreasing this dominance through better design in line with the county route user hierarchy will encourage walking. Measures might include pedestrianised areas, widened footways, raised crossings and limiting speed where appropriate as well as interventions such as preventing vehicles parking so as to impede the footway.

Policy Statement D

Provision of improved pedestrian facilities will be influenced by local circumstances and where possible through consultation with local community groups. A route user hierarchy will be developed for urban areas in Urban Transport Plans (section 3.29). Selection criteria for improvements will be based on their potential to enable people to walk more regularly but the needs of a wide range of groups, including older people, disabled people, visually impaired people, parents with children, pregnant or convalescent people, will need to be considered.

Provision for facilities could include:
- New or wider footways.
- Controlled and uncontrolled crossings including School Crossing patrols.
- Dropped kerbs and tactile paving.
- Surface texture and colour to identify pedestrian priority areas and enhance the local environment.
- Planting trees to provide shade and shelter
- Improved lighting.

- Clear local destination signing.
- Benches.
- Removing / moving obstructive street furniture.

Guidance on the design and requirements of such measures is included in the county's 'Roads in Hertfordshire' together with latest Department for Transport guidance.

Pedestrian crossing facilities (zebra, pelican or puffin) will be provided at sites where they are justified. Such justification will be based upon the Department of Transport's requirements but this will be used flexibly when assessing sites in the light of local circumstances[9]. At-grade (on the highway) measures will generally be preferred to subways for personal security reasons.

Improved lighting can be important in reducing people's fears of using the network and is one of a number of measures that can help to make walking a more acceptable mode to people.

The design and location of signs needs to take account of those people with disabilities and particular the visually impaired.

Policy Statement E

The whole of the Rights of Way network, with more than 3000km of footpaths, bridleways and other routes forming a dense network across the entire county, is available to people on foot and forms a critical element in Hertfordshire's pedestrian network. The rights of way network is used for both recreation and utility journeys and has the potential to deliver improvements in accessibility and sustainable transport, especially in urban and urban fringe areas, road safety, health, and local tourism.

Maintenance of the Rights of Way network is important if it is to be used by a wide range of people for a wide range of uses and the maintenance hierarchy is set out in the county's Rights of Way Good Practice Guide.

The Rights of Way Improvement Plan (RoWIP) sets out ways of improving access to the existing rights of way network and developing new links, especially in the urban fringes and where it can provide dual utility and leisure use.

Core actions from the RoWIP that are relevant to this policy are:

1. Develop routes that cater for the needs of people with limited mobility
2. Develop the network from significant passenger transport connections.
3. Reduce the number of unnecessary physical barriers on the network.
4. Develop appropriate, well maintained links into the countryside

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[9] The requirements are set out in DfT Guidance and are based on the relative numbers of pedestrians and vehicles (P/V^2) using the road at specified hours but other factors such as the type of pedestrian (children, elderly etc) are also relevant.

5. Create and develop off road routes linking communities with places of work, schools and other local facilities.

6. Help people wishing to improve or maintain their health by developing a range of circular off road routes.

7. Ensure that opportunities to protect, extend and enhance the off road network are included in proposals for new developments.

8. Where the off road network is affected by busy transport routes, work to ensure that appropriate measures are taken to improve the safety and attractiveness of the routes for users.

9. Address problems of fly tipping, litter and dog-fouling in partnership with appropriate local and regional agencies.

10. Identify and address potential demand for access to the countryside amongst those who currently do not use the network.

An example of the promotional work done to increase recreational walking is the Hertfordshire Health Walks Scheme where, working through the countywide Countryside Management Service, local volunteer walk leaders are trained and supported to lead programmes of public walks.

Bibliography

Rights of Way Good Practice Guide
Making the connection – draft Pedestrian Strategy for Watford (2002)
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Guidance for considering NMUs in transport schemes and development control (1996) University of Hertfordshire
Traffic Advisory Leaflet 1/01 – Puffin Pedestrian Crossing (2001) DFT
Local Transport Note 1/95 – The assessment of pedestrian crossings (1995) DFT
Local Transport Note 2/95 – The design of pedestrian crossings (1995) DFT
Benches as resting Places (2007) Cruickshank J
Encouraging Walking: advice to local authorities (2000) DFT
Walking Maps (2008) www.dft.gov.uk/pgr/sustainable/walking

Policy Document: Appendix 1 Policies and Challenges

Policy Section	Section No.	Challenge/s Policy will Address
Access to Services (Accessibility & Social Inclusion)	3.1	**2.1 Improve accessibility for all**
Airports	3.2	**3.4 Reduce the impact of transport noise**
Casualty Reduction and Prevention	3.3	**4.1 Improve road safety**
Climate Change	3.4	**5.1 Reduce greenhouse gas emissions**
Congestion	3.5	**1.1 Keep the county moving** **1.2 Support Economic growth**
Cycling	3.6	**2.2 Achieve behavioural change** **3.1 Improve journey experience** **3.2 Improve the health of individuals** **3.3 Maintaining and enhancing the natural environment and improve connection between neighbourhoods** **5.1 Reduce greenhouse gas emissions**
Developer Contributions CIL	3.7	**1.2 Support Economic growth**
Development Control	3.8	**1.2 Support Economic growth**
Electric Cars	3.9	**5.1 Reduce greenhouse gas emissions**
Highway Signing	3.11	**4.1 Improve road safety**
Horses	3.10	**3.2 Improve the health of individuals**
Intelligent Transport Systems	3.12	**1.1 Keep the county moving** **2.3 Achieve further PT improvements** **3.1 Improve journey experience** **4.2 Reduce crime and fear of crime**
Network management	3.13	**1.1 Keep the county moving** **3.3 Maintaining and enhancing the natural environment and improve connection between neighbourhoods** **5.2 Design infrastructure in light of future constraints**
New Roads and Highways Improvement	3.14	**1.2 Support Economic growth** **3.3 Maintaining and enhancing the natural environment and improve connection between neighbourhoods** **5.2 Design infrastructure in light of future constraints**
Parking	3.15	**1.1 Keep the county moving**
Passenger Transport (Bus and	3.16	**2.1 Improve accessibility for all**

Rail)		**2.3 Achieve further PT improvements** **1.1 Keep the county moving** **1.2 Support Economic growth** **3.1 Improve journey experience**
Powered Two-Wheelers	3.17	**4.1 Improve road safety**
Quality of Life and Environmental Impacts (Air quality, noise)	3.18	**3.2 Improve the health of individuals** **3.3 Maintaining and enhancing the natural environment and improve connection between neighbourhoods** **3.4 Reduce the impact of transport noise** **5.1 Reduce greenhouse gas emissions**
Reduction of travel need and car usage	3.19	**2.2 Achieve behavioural change** **5.1 Reduce greenhouse gas emissions**
Road Hierarchy and Network Development	3.20	**1.1 Keep the county moving** **1.2 Support Economic growth**
Rural Transport	3.21	**2.1 Improve accessibility for all**
School Travel	3.22	**1.1 Keep the county moving** **2.2 Achieve behavioural change** **3.1 Improve journey experience** **4.1 Improve road safety**
Security on Network	3.23	**4.2 Reduce crime and fear of crime** **5.2 Design infrastructure in light of future constraints**
Speed Management	3.24	**1.1 Keep the county moving** **4.1 Improve road safety**
Sustainable Distribution and freight	3.25	**1.1 Keep the county moving** **1.2 Support Economic growth**
Taxis	3.26	**2.1 Improve accessibility for all**
Transport Asset Management Plan	3.27	**1.1 Keep the county moving**
Travel Planning and Changing Travel Behaviour	3.28	**2.2 Achieve behavioural change** **3.1 Improve journey experience**
Urban Transport Plans	3.29	**UTPs address all challenges**
Walking	3.30	**2.2 Achieve behavioural change** **3.1 Improve journey experience** **3.2 Improve the health of individuals** **3.3 Maintaining and enhancing the natural environment and improve connection between neighbourhoods** **5.1 Reduce greenhouse gas emissions**

Policy Document: Appendix 2 - LTP3 Daughter Documents

Strategies when finalised to form part of LTP3.

- Walking Strategy

- Cycling Strategy

- Bus Strategy and accompanying Intalink Strategy

- Rail Strategy

- Intelligent Transport Systems Strategy

- Sustainable Modes of Travel Strategy for Schools and Colleges (SMoTS)

- Rural Strategy

- Rights of Way Improvement Plan

- Road Safety Strategy

- Speed Management Strategy

- Inter Urban Route Strategy – New Strategy to be produced 2011/12

Urban Transport Plans form additional Daughter Documents

Hertfordshire County Council's 'Roads in Hertfordshire' 2010 forms a guidance document.

The county's 'Operational Policies' are set out separately.

Related documents

- Local Transport Plan Volume 1 - The Strategy Document
- Local Transport Plan Volume 3 - The Implementation Plan
- Local Transport Plan Strategic Environmental Assessment - Environmental Report

Herfordshire County Council - making Hertfordshire an even better place to live by providing:

Care for older people

Support for schools, pupils and parents

Support for carers

Fire and rescue

Fostering and adoption

Support for people with disabilities

Libraries

Admission to schools

Road maintenance and safety

Protection for adults and children at risk

Trading standards and consumer protection

Household waste recycling centres

These are only some of our services.
Find out more at **www.hertsdirect.org**
or email us at **hertsdirect@hertscc.gov.uk**

Every Hertfordshire library has internet access for the public

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