

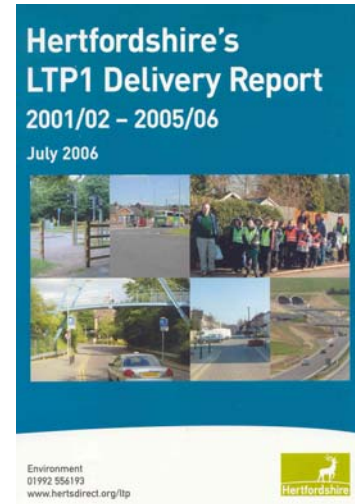
# HERTFORDSHIRE'S LTP1 DELIVERY REPORT SUMMARY

## 1. Introduction

The Department for Transport (DfT) requires all Highway Authorities to prepare a delivery report on the implementation of their first Local transport Plan 2001/02 – 2005/06 (LTP1). This document is known as the LTP1 Delivery Report.

The LTP1 Delivery Report sets out how Hertfordshire County Council has delivered the objectives of LTP1, provides an account of the impact of the first Local Transport Plan, reports on progress against targets and describes how the funding has been spent.

The key points from the LTP1 Delivery Report are set out below under the same headings found in the main document.



## 2. Overall impact of LTP1

The overall impact of LTP1 has been significant. 785 Integrated Transport Schemes and 1565 maintenance and bridge schemes have been implemented during the five years using nearly £200 million secured through the LTP process. This money has been further supplemented by the County Council's own capital and revenue funding (£70M) for enhanced maintenance, and separate contributions from district councils and investment from private developers through planning obligations.



*Traffic using the new Baldock Bypass*

Key achievements include:

- a 43% reduction in the number of people killed or seriously injured (KSI)
- a 60% reduction in child KSI and
- a reduction of 70% in the number of accidents at safety camera sites
- over 50% of schools now have school travel plans
- 66% of children are travelling to school by sustainable means
- traffic growth increase less than 1% (substantially below the national average)
- completion of the Baldock Bypass on budget and eight months ahead of schedule

Hertfordshire Highways was established during LTP1 and has had a significant impact on the manner in which schemes were identified and ultimately delivered. The County Council also established the Hertfordshire Safety Camera Partnership and the first Highways Asset Management Plan.

A number of developments have been brought online during the LTP period and now form a key part of the LTP2 strategy. These include major schemes around the A120 at Little Hadham, A602 Stevenage – Ware and the Watford Junction Interchange as well as the Congestion Action Plan.

### 3. Overall impact on wider policy

The implementation of many schemes has had a complementary impact on a number of the County Council's wider policy objectives. The delivery report refers to two wider policy areas as required by government guidance. These are economic regeneration and healthier lifestyles.

a. Economic development. There are a number of positive examples where improvements on the key employment sites have been implemented, for example, a new road bridge at Essex Road or the travel plan and supported bus services at Hatfield Aerodrome.

b. Healthier lifestyles. A significant amount of effort has been invested in sustainable travel to schools, providing children with walking and cycling skills and increasing confidence to encourage children to walk and cycle to school. This work has been to meet sustainability and safety targets but has had a positive impact on health.



### 4. Progress against targets and core indicators

The Delivery Report documents progress against 8 core indicators using categories prescribed by the DfT (see Table 1 below). The full Delivery Report contains detailed comments on each of these performance indicators, including remedial actions for those indicators 'not achieved' or 'not on track'. Highway maintenance is discussed further in Section 5 of this summary.

**Table 1: Progress against LTP1 Core Targets**

Performance Indicator	Target	Achievement
Number of people killed or seriously injured	No more than 650 per year by 2010	On Track
Number of children killed or seriously injured	No more than 56 per year by 2010	On Track
% of rural households within 13mins of an hourly bus service	40% by 2005	Achieved
Number of cycling trips	20% increase on 2004 baseline by 2016	Not on track
Road condition – Principal roads	4.3% by 2005	No Clear Evidence
Number of bus passenger journeys	33.9 million by 2005	Not achieved

**Table 1 Continued...**

<b>Performance Indicator</b>	<b>Target</b>	<b>Achievement</b>
Road Condition – non-principal roads	11% by 2006	No Clear Evidence
Road condition – unclassified roads	12% by 2006	No Clear Evidence

The Delivery Report also documents progress against 37 local indicators, as shown in the table below.

	<b>Achieved or On Track</b>	<b>Not Achieved or Not On Track</b>	<b>Not Applicable</b>	<b>Total</b>
Local Targets	15	21	1	37

9 of the 21 local indicators that were classed as “not achieved” or “not on track” only just missed their targets, details of these can be found in Section 4.3 of the main document.

## **5. Highway maintenance**

Maintenance targets have been affected by frequent changes to the national methodology and as a result are required to be reported as “no clear evidence”. Despite this the County Council continues to perform well against the government’s benchmarks for primary road condition. The County Council also undertakes its own assessment of condition in recognition of the fact that the national indicators have not been consistently measured over the 5 year period. The County Council’s own assessment of Average Condition informs our long term maintenance programme and is used to extend the life of roads. Again the Council performs well on the primary route network, also on footways but less so on secondary roads. This reflects the priority that the County Council give to the various classes of road.

- a. The County Council’s work in relation to maintenance, and particularly the development of our Asset Management Plan continues to be recognised as best practice at a national level by DfT.
- b. In response to the condition of the network and the overwhelming public concerns the County Council is putting an additional £10 million into highway maintenance programme known as Highways Extra.

## **6. Delivery of key strategies**

The Delivery Report contains a detailed assessment of what has been delivered in 6 key areas and how this has differed from what was set out in LTP1. A detailed analysis is given of road safety, public transport, sustainability, parking, school travel, disability and social inclusion.

- a. Road Safety is a good news story as real progress has been made in casualty reduction across the county as a result of the introduction of speed cameras and hard hitting campaigns on road safety.

- b. School Travel is another area where the County Council has been very successful in terms of the number of school travel plans and the number of children travelling by sustainable means.
- c. Public transport is a difficult area where the County Council is reliant on the commercial viability of services run by private companies. The key targets of patronage, punctuality and satisfaction continue to be very challenging for the Council without greater control or resources.
- d. Sustainability is an area where the Council has had significant local success. The promotion of non-car travel through TravelWise initiatives and the support for pedestrian and cycle skills training for children has led to a greater proportion of children travelling to school by non-car means (66%). The mode share of all journeys (i.e. for adults travel to work etc) has not shifted away from the car, although overall traffic growth has been pegged at 1% which is well below the national average. This, combined with the improvement in car technology has led to a decrease in CO<sub>2</sub> emissions from traffic in Hertfordshire.
- e. Parking is an area that has undergone major change in the last five years through the transfer of responsibility for parking enforcement from the police to district/borough councils. The County Council has been involved in setting consistent standards across the County wherever possible and encouraging districts to see this as an opportunity to encourage non-car use as well as managing car-parking.
- f. Disability and social inclusion work within LTP1 has established a foundation for LTP2. Work around accessibility is now included within the LTP2 Accessibility Strategy and is exemplified through pilot projects such as the Health Shuttle, and Chilterns Rambler passenger transport initiatives. Physical accessibility improvements, for example, at pedestrian crossings and bus stops have been delivered where resources have been made available and work has continued to encourage bus operators to ensure that fleets are DDA compliant.

## 7. Contacts and Availability

For further information on the LTP1 Delivery Report please contact:

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The full version of the LTP1 Delivery Report is available in the following ways:

- On the County Council's website at [www.hertsdirect.org/ltp](http://www.hertsdirect.org/ltp)
- For reference at public libraries.