

5. VISION AND OBJECTIVES

5.1 The Vision

The County Council's vision for what the future of transport in Hertfordshire over the next 20 years is:

'to provide a safe, efficient and affordable transport system that allows access for all to everyday facilities. Everyone will have the opportunity and information to choose the most appropriate form of transport and time of travel. By making best use of the existing network we will work towards a transport system that balances economic prosperity with personal health and environmental well being.'

The vision assumes that the car will remain the dominant form of transport in terms of the number of journeys made, but that its physical dominance will be reduced so as to allow everyone a choice of travel mode.

This means:

- People will be and will feel safer travelling on Hertfordshire's roads.
- Hertfordshire will have a transport network that moves freely and efficiently transporting people and goods.
- People will have a reasonable cost and time to their journeys to access key facilities such as education, healthcare, work and shopping.
- People will have access to information to inform their travel choices by different modes to their choice of destination.
- Hertfordshire will have a network that is managed in a sustainable manner to ensure residents do not have their quality of life impeded.

5.2 The Transport Objectives

The transport objectives have evolved from the eight defined in the first Local Transport Plan. These original objectives were developed through consultation with local, regional, national groups and organisations and the public. These were subject to further consultation in Autumn 2003 and Spring 2005 for the development of this second LTP. All eight objectives have been retained (some with slight alterations) and one new objective has been added around the growth of transport.

The objectives below all contribute to the delivery of the shared priorities that the Department for Transport has outlined that Highway Authorities have to deliver.

The nine LTP objectives are listed below under the shared priorities:

Safety

- To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system.

Congestion

- To obtain the best use of the existing network through effective design, maintenance and management.
- To manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel time.
- To develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources.

Accessibility

- To develop a transport system that provides access to employment, shopping, education, leisure and health facilities for all, including those without a car and those with impaired mobility.
- To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations.

Air Quality

- To mitigate the effect of the transport system on the built and natural environment and on personal health.

Quality of Life

- To raise awareness and encourage use of more sustainable modes of transport through effective promotion, publicity, information and education.

- To reduce the need for the movement of people and goods through integrated land use planning, the promotion of sustainable distribution and the use of telecommunications.

To ensure that the County Council's vision becomes a reality over the next 20 years, delivery of the Local Transport Plan objectives are essential to bring about the changes required to achieve this vision. The objectives are specific to Hertfordshire and are delivered through the shared priorities, indicators and targets.

Figure 5.2 shows the relationship between the government's national shared priorities, and the structure of Hertfordshire's Local Transport Plan, with its objectives, indicators, policies and programmes, which as a whole will deliver the vision. Table 5.2 shows the specific relationship between the shared priorities and the indicators and targets that will monitor the delivery of these shared priorities.

Figure 5.2 Links between Priorities, Objectives, Indicators, Programmes and Work Programme.



Table 5.2 Relationship to Shared Priorities

	Congestion	Accessibility	Safety	Air Quality	Quality of Life
Principal Road Condition	✓	✓	✓	✓	✓
Non-Principal Road Condition	✓	✓	✓	✓	✓
Unclassified Road Condition	✓	✓	✓	✓	✓
Footway Condition	✗	✓	✓	✗	✓
Total Killed and Seriously Injured	✓	✓	✓	✗	✓
Children Killed and Seriously Injured	✓	✓	✓	✗	✓
Total Slight Casualties	✗	✗	✓	✗	✓
Public Transport Patronage	✓	✓	✓	✓	✓
Bus Service User Satisfaction	✗	✓	✗	✗	✓
Bus Punctuality	✓	✓	✓	✗	✓
Accessibility	✓	✓	✓	✓	✓
Change in area-wide traffic mileage	✓	✗	✓	✓	✗
Cycling Trips	✓	✓	✓	✓	✓
Mode Share of Journeys to School	✓	✓	✗	✓	✓
Changes in Peak Period Traffic Flows (Watford and St Albans/Hatfield)	✓	✓	✗	✓	✗
Congestion	✓	✓	✓	✓	✓
Air Quality	✓	✗	✗	✓	✓
Passenger Transport Information, User Satisfaction	✗	✓	✗	✗	✓
Rights of Way Indicator	✓	✓	✓	✓	✓
School Travel Plans	✓	✓	✓	✓	✓
Speed Limit Compliance	✓	✓	✓	✓	✓
Abbey Line Indicator	✓	✓	✓	✓	✓

5.3 Long-Term Policy

This Local Transport Plan focuses on the targets and programmes needed to deliver the vision and objectives. With the exception of the 'shared priorities' covered in Section 6, 7, 8, 9 and 10, the long term strategies and policies within which these targets and programmes sit are set out in the accompanying Long Term Policy document. This includes those policies published in the first LTP, and where appropriate, policies previously included in the County Council's Structure Plan.

These Policies include the following:

Area Plans

South West Herts Area Plan
Lea Valley Area Plan
Mid Herts Area Plan
Northern Herts Area Plan
Eastern Herts Area Plan
West Herts Area Plan

Maintaining Existing Service Levels

Highway Network Maintenance
Bridges
Passenger Transport

Countywide Themes

Safety
STAG Programme
Rural Transport
Cycling
Urban Plans

Supporting Policies

Taxis
Walking
Powered Two-Wheelers
Parking
Integration with Development Plans
Company Travel Plans
Travel Awareness

Airports
Social Inclusion
Air Pollution and Noise
Transport Issues for Disabled People
Sustainable Distribution
Horses
Health
Road Hierarchy and Network Development
Road Traffic Reduction
Reduction of travel need and car usage
Networks and facilities for non-motorised transport and passenger transport
Car Parking
Primary Routes and Through Traffic
Highway Improvements other than to primary routes
New roads
Traffic and Road Safety Implications of Development Proposals
Freight
Rail and Water Freight Depots.

5.4 Daughter Documents

The County Council is also publishing a number of daughter documents, that support the delivery of the Local Transport Plan. These are described below.

- **Bus Strategy** - a statutory strategy (Transport Act 2000) representing the vision for bus transport for the next 5 years. The strategy explains how the County Council will fill the gaps that the commercial network does not meet, and how the council will work with others to achieve a bus network that meets the needs of users and local communities.
- **Rail Strategy** - represents the vision for rail transport for the next 5 years, and shows how the considerable changes in the rail industry affects Hertfordshire.

- **Road Safety Plan** - sets out the strategy to deliver the county's casualty reduction targets, and outlines the programmes developed to achieve casualty reduction through prevention and reduction measures.
- **Accessibility Strategy** - a statutory strategy in response to the government's Social Exclusion Unit report, Making the Connections (2003). The Strategy assesses the level of accessibility problems in Hertfordshire (around access to work, education, health facilities and food shops), and sets out the process whereby solutions can be found.
- **Rights of Way Improvement Plan** - a statutory document in response to the Countryside and Rights of Way Act (2000). The plan provides the context for the future management of, and investment in the rights of way network and other access activities, for Hertfordshire's residents and visitors to the county.
- **Strategic Environmental Assessment Environmental Report** - a statutory assessment resulting from the EU Directive 2001/42/EC. The assessment follows the complete process of developing a Local Transport Plan, from agreeing the objectives to the publication of the final document. (see section 1.3 for more information)

Framework for Transport Planning documents in Hertfordshire

