

SEA LTP2: Environment Report Appendices 4, 5 & 6

APPENDICES

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Appendix 4

Environmental Problems and Opportunities Identified at Scoping Stage

The environmental problems that are of relevance to the Hertfordshire Local Transport Plan have been identified through the analysis of the baseline data, and through discussion with transport planning officers, and the County’s Transport Panel. Key issues and problems have also been identified through previous consultation processes for LTP2 and the interim Annual Progress Reports.

Government guidance on the SEA process suggests that a meeting be held to discuss the environmental problems and analysis of the baseline data. An internal stakeholder meeting was proposed, involving internal officers from a variety of council departments, and representatives from the four consultation bodies. However due to the late publication of the draft Local Transport Plan guidance and SEA guidance this meant that such a meeting couldn’t be arranged in time. A meeting with just internal transport officers (Local Transport Plan Steering Group) was held to discuss the environmental problems and baseline data.

Table A4.1 shows the main problems identified, with evidence and how the LTP will deal with these problems.

Table A4.1 Key Environmental Problems Identified At Scoping Study Stage Of SEA

Environmental Problem	Supporting Data/ Evidence	Options for dealing with issues within the LTP
Congestion – urban traffic in peak hours	<p>Congestion reference flow maps for 2003, 2013 and 2023 [to be included] Note: these maps do not give an indication of congestion at major junctions only along routes.</p> <p>Hertfordshire has the 4th highest car ownership in England (0.558 cars per head)</p> <p>Peak hour traffic speeds – [to be included]</p> <p>Traffic has grown 64% since 1980, with a consistent increase of 2-3% per year during the 1990’s.</p> <p>Traffic is expected to grow 17.7% by 2011, and 33.3% by 2021 (from a 2001 base), slightly higher than national forecasts.</p> <p>41% of households have access to 2 or</p>	<p>LTP objectives that would deliver solutions to these problems:</p> <p>‘to obtain the best use of the existing network through effective design, maintenance and management’</p> <p>‘to manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel time’</p> <p>‘to develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources’</p> <p>LTP2 should contain a congestion policy.</p>

Environmental Problem	Supporting Data/ Evidence	Options for dealing with issues within the LTP
	<p>more cars.</p> <p>40% of children are either driven or drive to school.</p>	<p>LTP2 to continue to encourage the shift away from the car, the development of School Travel Plans and the implementation of Safer Routes to School.</p>
<p>Increase in motorcycle accidents</p>	<p>The County is well on the way to meeting the national targets for adult and child KSIs, but there has been an increase in recent years of the number of Motorcycle KSIs.</p> <p>Killed and seriously injured casualty total (for all casualties) saw a reduction of 15.5% in 2003, with a 5.6% reduction nationally.</p> <p>Moped casualties increased in 2003 (19.1%) to 137 including 2 fatalities. 76 of these were 17 years of age or under.</p>	<p>LTP objectives that would deliver solutions to these problems: ‘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’</p> <p>Continue to promote motorcycle training and raising the awareness of motorcycles to car drivers, as part of the road safety Education Training and Publicity programme. Support the Police in national Bikesafe Programme.</p> <p>LTP2 to contain a powered two wheeler policy.</p>
<p>Poor access to rural services</p>	<p>80% of the land area in Hertfordshire is rural, with around 200,000 residents. Most villages are no more than 5 miles from a town which creates complex journey patterns with network services following a north-south direction to London and poor east-west links.</p> <p>Lower frequencies of public transport in rural areas means residents see the car as the only means of travel. In Herts 18% of households have no access to a car</p> <p>60% of residents in rural areas describe themselves as dedicated car users compared to 44% in urban areas.</p> <p>[Results of MORI satisfaction surveys to be included]</p>	<p>LTP objectives that would deliver solutions to these problems: ‘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’</p> <p>LTP2 rural policy to continue</p>

Environmental Problem	Supporting Data/ Evidence	Options for dealing with issues within the LTP
	<p>In 1999, 70% of villages had no village shop, 70% had no newsagent and 68% had no post office.</p>	<p>with village travel plans, rural routes, rural passenger transport, and traffic management and road safety.</p> <p>LTP2 to place a greater emphasis on voluntary and community transport, and the Hertfordshire Transport Direct project.</p>
Noise pollution	<p>Noise is not a huge problem in the County, but this may be because it is not reported.</p> <p>Of all the noise complaints made to the ten local district councils in 2002/03 road transport only accounted for 1% compared to 73% for domestic noise.</p> <p>The major civil airports of London, Luton and Stansted lie just outside the borders of the county. Complaints from Herts residents were approximately 3390 for aircraft noise for 2002/03, carrying on an increasing trend (2150 in 2001/02).</p> <p>Average number of noise complaints per 1000 pop. = 6.2</p> <p>[CPRE’s maps of tranquil areas to be included]</p>	<p>LTP objectives that would deliver solutions to these problems: ‘to mitigate the effect of the transport system on the built and natural environment and on personal health’</p> <p>Continue to promote use of noise reducing road surfaces.</p> <p>Respond to any consultation on developments to local airports and provision of additional runways, and attend any local Steering group meetings.</p>
Air Quality and the declaration of AQMAs	<p>9 AQMAs declared in Hertfordshire mainly around M25 and M1 area.</p> <p>Target for districts meeting the NAQs standard for Nitrogen Dioxide levels (21ppb by 2005) has nearly been met (7 districts in 2003)</p> <p>Number of days of air pollution show that most of the pollutants have gone down, but particulates have gone up – 11 exceedence days for urban particulates for 2002, and 9 exceedence days for roadside particulates.</p> <p>Pollution levels are very dependent on local factors.</p>	<p>LTP objectives that would deliver solutions to these problems: ‘to mitigate the effect of the transport system on the built and natural environment and on personal health’</p> <p>LTP2 to include TravelWise initiatives that reduce the need to travel, and measures to encourage a shift away from the car.</p> <p>HCC to support district councils in delivering Actions Plans for any</p>

Environmental Problem	Supporting Data/ Evidence	Options for dealing with issues within the LTP
		AQMAAs declared.
Access to services	<p>18% of Hertfordshire households have no access to a car.</p> <p>[figures of socially excluded categories to be included]</p> <p>[MORI survey results to be included]</p> <p>LTP2 accessibility planning exercise will identify where specific accessibility problems exist around the county for health, employment, education and food and leisure.</p>	<p>LTP objectives that would deliver solutions to these problems:</p> <p>‘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’</p> <p>‘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’</p> <p>Accessibility Planning will be carried out for the development of LTP2, an overall strategy and action plans are required to be developed for LTP2.</p> <p>LTP2 to incorporate detail on community strategies.</p>

Table A4.2 Transport Related Environmental/Sustainability Problems in Hertfordshire

Problem	Description of Issue & Supporting Data	Implications for LTP2
High car dependency	Traffic flows in Hertfordshire are higher and than the national average. Around 82% of journeys made during peak periods are made by car.	LTP2 will need to address ways of reducing the need to travel, provide a range of alternative travel options and encourage less polluting forms of transport.
Pressure on public transport infrastructure	Bus services in Hertfordshire are relatively poor and bus use is below the national average. Rail use within the East of England is on the increase placing strain on some rail services which are already under stress. MORI surveys have found that a large proportion of the public are dissatisfied with the cost public transport.	Significant investment in public transport will be required to provide the infrastructure required for an effective public transport system. Services that provide a viable alternative to car travel for the majority of people will need to be implemented and promoted.
Congestion	<p>High car ownership and use and a road network operating beyond its intended capacity mean that congestion is serious issue in many areas of Hertfordshire, particularly during peak periods. Limited use of public transport, poor east-west rail links, and the influence of London on commuting flows are further contributing factors behind congestion.</p> <p>Congestion costs business by delaying freight, inhibiting movement of staff and increasing transport costs. It also creates stress for commuters, reduces safety and increases air pollution; reducing the overall quality of life Hertfordshire.</p>	LTP2 will be expected to address the congestion by reducing demand for transport, providing a range of alternative transport modes, improving traffic management and by delivering well planned improvements in infrastructure.

Problem	Description of Issue & Supporting Data	Implications for LTP2
Air Quality	Transport is one of the major sources of air pollution in Hertfordshire. Nitrogen Dioxide is the pollutant which most often exceeds government standards. There are 13 AQMA’s in Hertfordshire.	Increasing vehicle use and associated congestion will exacerbate air pollution. LTP2 should address ways of reducing the need to travel and encourage less polluting forms of transport.
Habitat Loss and Biodiversity Decline	Rapid changes in the past 50 years have had a significant impact on Hertfordshire’s biodiversity. Factors such as the intensification of agriculture and the growth of urban developments have dramatically altered the landscape and Hertfordshire's wildlife.	Transport infrastructure can impact on biodiversity through habit loss and fragmentation, as well as through air, water, noise and light pollution. These factors will need to be addressed in any plan for new transport infrastructure.
Flooding and climate change	Hertfordshire has significant areas of low-lying ground that are vulnerable to flooding. The effects of climate change are likely to increase the severity and frequency of flood events.	<ul style="list-style-type: none"> - Transport infrastructure in low-lying areas may be at risk of damage from flooding. - Roads can also exacerbate flooding by increasing run-off. - Transport is the major source of greenhouse gas emissions in Hertfordshire.
Poor rural service provision	Many people in Hertfordshire live in rural communities where local services and facilities are limited. This can result in important services being relatively inaccessible, especially for those without access to a car.	LTP2 needs to address accessibility issues and make provision for suitable public transport links for people in rural areas.
Rural Population Increase	Hertfordshire has a rapidly increasing rural population. This has the potential to exacerbate problems already faced in these areas where existing transport infrastructure is limited or under stress.	LTP2 will need to make adequate provision for increasing populations in rural areas. More people in rural areas may provide opportunities for improving service in these areas by providing a critical mass for public transport.
Population Growth	Hertfordshire has a population of over 1 million	LTP2 must allow for population growth and

Problem	Description of Issue & Supporting Data	Implications for LTP2
	people and this figure is set to rise steadily into the future. The East of England Plan has called for the provision 79,000 new homes in Hertfordshire by 2020	manage the associated pressures that will arise over the next 30 years.
Increasing trend towards air travel	The proximity of Stansted and Luton Airports has implications for transport in Hertfordshire. The future expansion of both these airports will increase the amount of travel in Hertfordshire.	The LTP2 needs to consider the implications of increased air travel on transport demand in Hertfordshire. Impacts associated with increased demand will need to be identified and mitigated.
Water Supply	Water abstraction in much of Hertfordshire already exceeds sustainable levels and the region at large faces a water supply deficit within a few decades. The effects of climate change are likely to exacerbate the problem by increasing demand while decreasing supply.	Runoff from roads can pollute water supplies, as can activities related to road construction. Potential negative impacts need to be identified and managed to safeguard Hertfordshire’s water resources.
Pressure on landscape character	Hertfordshire contains a significant amount of green belt land which is increasingly under pressure from urbanisation. Many new developments (eg. out of town retail centres) are geared towards car use.	Transport infrastructure can spoil landscape character. Any new development outlined in LTP2 will need to consider impacts on landscape character and avoid impacting on Landscape Character areas as much as possible. Steps should be considered which will reduce the impacts of existing road and rail networks.
Reduction in Tranquillity	Like the rest of the East of England region Hertfordshire has less tranquil areas than 50 years ago.	Roads and railways can be noisy, busy and decidedly un-tranquil. Where possible new transport infrastructure will need to be planned so as to preserve remaining tranquil areas.
Loss of publicly accessible open space	The East of England Plan has identified a lack of publicly available open space as an issue of public	Any development proposed in LTP2 needs to avoid impacting on existing open spaces.

Problem	Description of Issue & Supporting Data	Implications for LTP2
	concern.	
Erosion of Historic Sites	Indiscriminate development can threaten cultural assets such historical buildings and archaeological sites.	Any development proposed in LTP2 needs to avoid impacting on historical sites.
Energy Use	Transport is reliant on the consumption of fossil fuels. Fossil fuels are a non-renewable resource which pollute the atmosphere with greenhouse gasses. The consumption of fossil fuels and associated impacts in Hertfordshire are increased by congestion, a high reliance on the car and a low rate of public transport use.	LTP2 needs to tackle congestion and encourage transport options which minimise the use of fossil fuels. Where possible innovative transport solutions which utilise alternative fuel sources should be adopted
Safety	Road casualties in Hertfordshire exceed regional and national averages. Excessive speed is considered to be the biggest factor in accidents.	The LTP needs to implement strategies to reduce vehicle speeds and provide a safer environment for road users

Appendix 5

Local Transport Plan Indicators and Locally Relevant Targets

Selection of Targets and Indicators for LTP2

The County Council is required to set out a range of performance indicators and their associated targets within the Local Transport Plan. The DfT require all authorities to include 17 mandatory indicators and up to about 20 locally-developed indicators. These indicators must reflect the County Council’s overall transport objectives, and in the majority of cases must show ‘outcomes’ rather than ‘outputs’ (e.g. the reduction in road casualties rather than the number of safety schemes installed).

The County Council will publish progress in delivering targets each year through the LTP Annual Progress Report, and this will be assessed by DfT. If progress on any of the targets is significantly better than expected, the possibility of setting a stretched target will be investigated.

The targets are required to be set for 2010/11, reflecting the end date of this Local Transport Plan. In setting targets the County Council must have regard to public expectation, DfT minimum standards and the likely available resources in the future. At this stage, projections have been set to reflect at least a ‘steady state’. Draft targets will be set in the light of the outcome of public consultation before the Plan is submitted to DfT in July, but will not be finalised until late 2005 when further information on likely funding will be available. Further work is underway on the specific work programmes that are needed to deliver each target.

Mandatory Indicators

The definitions of the mandatory indicators are set by the Department for Transport and are applied to all local authorities. The indicators are therefore not necessarily the most appropriate to Hertfordshire.

(a) Principal Road Condition

Indicator	Baseline	Projection (2010/11)
Percentage of the network with negative residual life	10%	10%

Principal roads are those ‘A’ roads which are maintained by the County Council. This covers the vast majority of the ‘A’ road network, but some strategic ‘A’ roads are the responsibility of central government.

(b) Non-Principal Classified Road Condition

Indicator	Baseline	Projection (2010/11)
Percentage where structural maintenance should be	32%	32%

considered – non-principal roads		
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Non-principal Classified roads are those which are not ‘A’ roads, motorways or minor urban residential or rural roads. In terms of route length, these represent 24% of the network that is the responsibility of Hertfordshire County Council.

(c) Unclassified Road Condition

Indicator	Baseline	Projection (2010/11)
Percentage where structural maintenance should be considered – unclassified roads	15%	15%

Unclassified roads are the minor roads, and represent 65% of the network maintained by the County Council.

(d) Footway Condition

Indicator	Baseline	Projection (2010/11)
Condition of footways (Percentage of footways where maintenance should be considered)	52% (2003/04)	52%

Achieving this projection will ensure that the average condition of footways (primarily “pavements” alongside roads) will be maintained at current levels i.e. deterioration will be halted.

(e) Total Killed and Seriously Injured

Indicator	Baseline	Projection (2010)
Number of people killed or seriously injured on roads in the authority (all ages)	1084 casualties (1994-98 average))	Reduce to no more than 600 casualties

This projection continues the programme of reducing killed and seriously injured casualties that was set out in the Local Transport Plan for 2001/02 – 2005/06, and is based on Hertfordshire delivering its share of the national casualty reduction targets set by central government. The projection for 2010 is for fewer casualties than previously set (650) to reflect Hertfordshire’s achievements in tackling road safety during the first Local Transport Plan period.

The new projection represents a further 45% reduction in casualties over the plan period.

It should be noted that all road safety projections have traditionally used calendar years rather than financial years, and therefore the projections are for 2010.

(f) Child Killed and Seriously Injured

Indicator	Baseline	Projection (2010)
Number of children (aged less than 16) killed or seriously injured in the authority	114 casualties (1994-1998 average)	Reduce to no more than 56 casualties

This projection continues the programme of reducing child killed and seriously injured casualties that was set out in the Local Transport Plan for 2001/02 – 2005/06, and is based on Hertfordshire delivering its share of the national casualty reduction targets set by central government.

The new projection represents a further 49% reduction in casualties over the plan period.

(g) Total Slight Casualties

Indicator	Baseline	Projection (2010)
Number of slight injuries (all ages)	5509 casualties (1994-1998 average)	No increase in slight casualties (5509)

There has been a slight increase in slight casualties over the 1994-1998 baseline, in contrast to a decline in numbers nationally. The projection is set to halt this increase in Hertfordshire.

(h) Public Transport Patronage

Indicator	Baseline	Projection (2010/11)
Number of bus passenger journeys (i.e. boardings) per year in the authority	31 million passenger journeys per year. (2003/04)	31 million passenger journeys per year

The trend for bus journeys outside of London and the major conurbations is one of decline. In Hertfordshire the decline has been 9% over the last five years. This is recognised in Hertfordshire’s projection that sets out to minimise the rate of decline. It should be noted that whilst the County Council has a direct influence on the 30% of bus services which it contracts out, it has no control over the 70% of bus services which are provided on a commercial basis. However the County Council will seek to influence improvements to these services through the Bus Strategy.

It should also be noted that the projection outlined is for the county as a whole. Local projections will be set where improvements to bus facilities are implemented through Area or Urban transport plans.

(i) Passenger Transport service, user satisfaction

Indicator	Baseline	Projection (2009/10)
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Percentage of bus users satisfied with the local provision of passenger transport services.	55% (2003/4)	60% (triennial surveys)
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This projection is measured by a survey undertaken every three years in accordance with the Audit Commission rules for “Best Value” indicators. The level of satisfaction with local bus services is based on a range of factors, many of which are outside of the County Council’s control. Whilst the County Council works closely with the bus operators, it is unable to set a higher projection within the context of this Local Transport Plan.

(j) Bus Punctuality

Indicator	Baseline	Projection (2010/11)
Percentage of buses keeping to schedule (for services at intermediate timetabled points)	Baseline to be established for 2005/6.	70%

Due to changes in the indicator and the form of measurement a new baseline needs to be established. HCC were performing well on the old indicator of measuring punctuality from the departure point having met the target of 95% one year early. Therefore, this sets a precedent for success in punctuality.

The projection has been set as the Traffic Commissioner has set minimum punctuality targets of 70% for services at intermediate timetabled points and 95%* for services at the departure of journeys from a terminus. The baseline will be established through the implementation of Bus Punctuality Improvement Partnerships.

(k) Accessibility

Indicator	Baseline	Projection
New indicator to be developed		

The indicator on access to key services will be set once the strategic accessibility audit for Hertfordshire has been completed. The late release of DfT-sponsored software and DfT strategic information has delayed this audit. It is hoped that a target will be included in the Local Transport Plan that will be published in July 2005, it may be necessary to delay producing the target until the full Accessibility Strategy is published in March 2006.

(l) Change in area-wide traffic mileage

Indicator	Baseline	Projection (2010/11)
Change in Area-Wide Traffic Mileage (vehicle-kilometres per day)	20.5 million	21.9 million

This projection is based on growth being restricted to 0.5% per annum. Under national growth forecasts the figure for 2010/11 would be 23.5 million vehicle kilometres per day.

(m) Cycling Trips

Indicator	Baseline	Projection (2010/11)
Number of cycling trips across the authority	To be established	2707 trips per day*

* at 18 monitoring sites

A new projection and an associated monitoring system have been established through the Hertfordshire Cycling Forum. The monitoring sites have been selected to cover the range of locations, type of cycle facility and journey purpose.

(n) Mode Share of Journeys to School

Indicator	Baseline	Projection (2010/11)
Percentage of pupils who travel to school using sustainable modes	<u>Age 5-10</u> 57%	<u>Age 5-10</u> 59.5%
	<u>Age 11-16</u> 69%	<u>Age 11-16</u> 72.5%

This is a new indicator which will be affected by the success of the School Travel Plan and Safer Routes to School Initiatives.

(o) Changes in peak period traffic flows

(i) Watford

Indicator	Baseline	Projection (2010/11)
Changes in peak period traffic flows to urban centres	22553 (2003/04)	23284

(ii) St Albans / Hatfield

Indicator	Baseline	Projection (2010/11)
Changes in peak period traffic flows to urban centres	16415 (2003/04)	17289

The urban areas covered by these targets have been defined by DfT.

The “do nothing” scenario would see peak hour traffic in 2010/11 in Watford 5% higher than the target, and 3% higher in St Albans/Hatfield.

(p) Congestion

Hertfordshire is not required to set a congestion projection for the provisional plan. DfT data will be made available to authorities when it is derived from in-vehicle GPS tracking devices (from which journey time information can be produced). However, Hertfordshire will develop a target based on Congestion Reference Flow information, and aims to do so prior to DfT data becoming available.

Indicator	Baseline	Projection
New indicator to be developed		

The County Council is awaiting data from DfT, which is being made available to all authorities, to allow a robust projection to be set.

(q) Air Quality

Indicator	Baseline	Projection
New indicator to be developed if an AQMA is declared.		

The County Council is required to set a projection if there are any Air Quality Management Areas declared by district councils that affect county-controlled roads. This is not currently the case, but the County Council is aware that this position may change before the publication of the Local Transport Plan.

Non-Mandatory Indicators

These indicators have been set by the County Council.

(a) Passenger transport information, user satisfaction

Indicator	Baseline	Projection (2010/11)
Percentage of users satisfied with local provision of passenger transport information	39% (2003/04)	50%

This projection is set at 50% and will be achieved through the Intalink Strategy and gains in satisfaction that technology particularly real-time information can achieve.

(b) Rights of Way Indicator

Indicator	Baseline	Projection (2010/11)
Percentage of the total length of footpaths and other rights of way that were easy to use by members of the public.	56% (2003/04)	78%

This indicator uses the current Best Value definition. A new indicator may be introduced as part of the development of the Rights of Way Improvement Plan.

(c) School Travel Plans

Indicator	Baseline	Projection (2010/11)
Percentage of schools with school travel plans	17% (2003/04)	90% (of primary, middle and secondary schools - assuming the support of travel plan advisors)

The large increase over the baseline recognises the progress made since the establishment of the County Council’s school travel plan team funded by DfT until March 2006. Delivery of the projection will depend on maintaining this team beyond this date. Although the target excludes independent and special educational needs schools, the County Council will work with these establishments to encourage and support travel plans.

(d) Speed Limit Compliance

Indicator	Baseline	Projection (2010/11)
Percentage level of compliance with 30mph speed limit	56% (2004/05)	60%

The delivery of this projection will be through the Speed Management Strategy which underwent public consultation earlier this year, and which will be fully reflected in the final Local Transport Plan to be published in July 2005.

(e) Abbey Line Indicator

Indicator	Baseline	Projection
New indicator to be developed.		

The “Abbey Line” runs between St Albans Abbey railway station and Watford Junction. The line has been selected by the Strategic Rail Authority as one of the national pilot Community Rail Partnerships. The details of the scheme are still being developed with the rail industry, and therefore the County Council’s target has not yet been set to ensure that it will accord with that to be set by the SRA. However, as capital funding may be required from the LTP it will be appropriate for the County Council to include this indicator.

Appendix 6

HCC Transport Panel Report 22 March 2005

DRAFT LOCAL TRANSPORT PLAN 2006/07-2010/11 **Report to Transport Panel 22 March 2005**

Author: Louise Warner 01992 556193

AGENDA ITEM
3

1. Purpose of Report

This report seeks the endorsement of the Transport Panel of the draft Local Transport Plan 2006/07 – 2010/11 for public consultation.

2. Background

The current Local Transport Plan concludes in 2005/06 and guidance on developing the second Local Transport Plan was provided by the Department for Transport on the 8th December 2004.

LTP2 Guidance sets out set out four new key principles:

- LTPs should set transport in a wider context
- LTPs should set locally relevant targets for outcome indicators.
- LTPs should identify the best value-for money solutions to deliver those targets.
- LTPs should set trajectories for key targets, to enable greater transparency and rigour in assessing performance.

The provisional Local Transport Plan is to be submitted on the 29th July 2005 and the full Local Transport Plan in March 2006.

3. Format of the Draft LTP2

The format of the second Local Transport Plan is different from the first round. The document will consist of the following items for the purpose of public consultation:

- The Local Transport Plan containing the policy context, targets and trajectories and the work programme.
- A Statement on the Rights of Way Improvement Plan – Annex A
- The Strategic Environment Assessment – Strategic Alternatives Assessment
- A supporting Long-Term Strategy document outlining the strategies and programmes (Appendix A)
- The Bus Strategy (Appendix B)
- The Rail Prospectus (Appendix C)

There will be further content which will support the Local Transport Plan but will not form part of this public consultation. These will be presented to the Panel in July 2005 and will include the following:

- Road Safety Strategy
- Equality Appraisal
- Accessibility Planning Strategy
- District Borough Council Statements
- Transport Asset Management Plan (TAMP)

Content of the Draft LTP2

The key element of LTP2 is the area of indicators, trajectories and targets. The Department for Transport has set 17 mandatory indicators and recommends a total of between 20 and 40 indicators. Where status is stated as ‘to be developed’, the Panel will be updated on the current situation at the meeting.

MANDATORY INDICATOR		STATUS OF TARGET FOR 2010/11
1	BVP 196 Principal Road Condition	<i>To be developed</i>
2	BVP 197a Non-Principal Classified Road Condition	<i>To be developed</i>
3	BVP 197b Unclassified Road Condition	<i>To be developed</i>
4	BVP 187 Footway Condition	<i>To be developed</i>
5	BVP 199(x) Total Killed and Seriously Injured.	Target Proposed of 600 per year
6	BVP 199(y) Children Killed and Seriously Injured.	Target Proposed of 56 per year
7	BVP 199(z) Total slight casualties	Target Proposed of no increase over recent levels (2004 – 5514)
8	BVP 102 Public Transport Patronage	Target Proposed of 28.1 million
9	BVP 104 % of users satisfied with the local provision of passenger transport services.	Target Proposed of 60% by 2009/10 (target is monitored by a triennial survey)
10	LTP1 An Accessibility Target	To be developed when data is available from the Department for Transport
11	LTP2 Change in Area-Wide Mileage	<i>To be developed</i>
12	LTP3 Cycling Trips	Target Proposed of 2707 per day (2932 by 2015/16)
13	LTP4 Mode share of journeys to school	Target Proposed of <u>Age 5-10</u> Car Share 5% Car 40.5% Walking 46.5% Cycling 3.5% Public Transport 5%

MANDATORY INDICATOR		STATUS OF TARGET FOR 2010/11
		<u>Age 11-16</u> Car Share 3% Car 28.5% Walking 42% Cycling 6.5% Public Transport 20.5%
14	LPT5 A Bus Punctuality Indicator	Target Proposed of 70%
15	LTP6 Changes in Peak Period Traffic Flows	<i>To be developed</i>
16	LTP7 Congestion	To be developed when data is available from the Department for Transport.
17	LTP8 An Air Quality Target	To be developed if an Air Quality Management Area is declared on a local authority managed road.

Local indicators are being developed to reflect local priorities in Hertfordshire.

LOCAL INDICATORS		STATUS
18	Rights of Way Indicator	<i>To be developed</i>
19	% of school with school travel plans	<i>To be developed</i>
20	Average condition score for the network	<i>To be developed</i>
21	BV 103 % of users satisfied with local provision of passenger transport information.	Target Proposed of 50%
22	Abbey Line	<i>To be developed</i>
23	Speed Compliance	<i>To be developed</i>

These indicators will be further developed through the continuing work of trajectory analysis and when data becomes available from the Department for Transport.

5. Timetable

KEY DATES AND MEETINGS	PROCESS
22 March 2005, Transport Panel	Agree draft LTP2 and SEA Environmental Report for consultation
18 April 2005, Cabinet	Agree draft LTP2 and SEA Environmental Report for consultation
April/May 2005	Consultation
Early July 2005, Transport Panel	Consider consultation and agree final LTP2 draft.
11 July 2005, Cabinet	Agree final LTP2 and SEA Environmental Report
19 July 2005, Full Council	Agree final LTP2 and SEA Environmental Report

KEY DATES AND MEETINGS	PROCESS
29 July 2005	Submit LTP2 and SEA Environment Report

6. Strategic Environmental Assessment

The Strategic Environment Assessment has moved forward from the Scoping Report published in September 2004 into the assessment stage of the Local Transport Plan objectives. The Scoping Report set out five strategic issues for which alternatives were developed, these being safety, congestion, accessibility, environment and other. Within these strategic issues a total of 28 alternatives were identified and these were distributed between 9 separate objectives, with each objective having between 2 and 4 alternatives relating to it. Please see Appendix D. The objectives alternatives have been assessed, recommendations made and proposed responses are below:

6.1 Safety:

Objective	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.
Current Approach	Systematic approach to accident recording and corresponding programme of safety engineering schemes at sites with the highest levels of recorded accidents. Programme supported by accident reduction measures incorporated into wider schemes, by education, training and publicity, Safety Camera Partnership, and school crossing patrol service.

6.11 Recommendation: That the current approach be taken forward, but that more emphasis is placed on the measures described in alternative 2 (see page 5 of Appendix D), such as increased use of training, education and publicity programmes, and that they are integrated together.

6.12 Response: *Accept recommendation. The current approach is supported by education, training and publicity and at each individual safety scheme the most effective measures which may be soft rather than physical measures will be considered.*

6.2 Congestion:

Objective	To obtain the best use of the existing network through effective design, maintenance and management.
Current Approach	Capital maintenance and improvement led approach, with programmed management of road space.

6.22 Recommendation: That the current approach be followed and consideration given to other measures to encourage a mode shift away from the car to more sustainable modes to compliment this objective.

6.23 *Response: Accept recommendation. Consideration of other modes would be considered in the effective design process to make best use of the existing network and manage congestion.*

Objective	To manage the growth of transport and travel volumes across the county, and thereby secure improvements in the predictability of travel time”.
Current Approach	Multi-aspect approach, including measures to encourage shift away from car journeys, links to land use planning to minimise the need to travel, and traffic and network management to reduce congestion.

6.24 Recommendation: In respect of this objective we would recommend that a blend of approaches described in the current approach and alternative 3 (see page 6 of Appendix D) be developed as the way forward for this objective.

6.25 *Response: Accept recommendation. The Bus Strategy, a daughter document of the Local Transport Plan will consider the issues of bus priority, service provision and investment .*

Objective	To develop an efficient, safe, affordable and enhanced transport system which is attractive, reliable, integrated and makes best use of resources.
Current Approach	Pro-active asset management approach and promoting passenger transport integration and partnerships e.g. Intalink

6.26 Recommendation: That the current approach be followed, but that consideration be given to the development of appropriate alternatives in the future in relation to this objective.

6.27 *Response: Accept recommendation. Alternatives to deliver the objective will be considered during the preparation of the Local Transport Plan.*

6.3 Accessibility

Objective	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.
Current Approach	To undertake accessibility planning for key facilities. Master planning approach to ensure that new development is located at sites which are accessible, or to obtain planning obligations to ensure that appropriate transport improvements are provided.

6.31 Recommendation: That a combination of the current approach and alternative 1 (see page 6 of Appendix D) be pursued in relation to this objective.

6.32 *Response: Accept recommendation. Alternative 1 accounts for the provision of infrastructure to major facilities and these are the expected outcomes of the current approach.*

Objective	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.
Current Approach	To ensure a high service standard on the Primary Route Network and main distributor roads whilst limiting new construction to those areas where it is essential, and to ensure that transport facilities are fully considered in planning applications.

6.33 Recommendation: That the current approach be followed, but with consideration as to how the approach described in alternative 1(see page 7 of Appendix D) could be adopted. This could be achieved through the adoption of more rigorous criteria for highway access from the new development.

6.34 Response: Accept recommendation: Consideration will be given during the development of the Local Transport Plan as to how to incorporate alternative 1.

6.4 Environmental

Objective	To mitigate the effect of the transport system on the built and natural environment and on personal health.
Current Approach	To encourage alternatives to the car, to ensure that all new schemes minimise air, noise and light pollution, and to work with district councils where Air Quality Management Areas are declared.

6.41 Recommendation: That the current approach to be taken forward but with consideration being given to how the environmental consideration in scheme assessment can be given a higher weighting.

6.42 Response: Accept recommendation. Consideration will be given to environmental considerations as to mitigating the effect of the transport system during the development of the Local Transport Plan.

Objective	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.
Current Approach	Policy links between Local Transport Plan and current Structure Plan/Local Plans, including relationship between new development locations and transport accessibility. Supported by practical measures such as the formation of Freight Quality Partnerships.

6.43 Recommendation: That the current approach be adopted and consideration be given to incorporating the measures described in alternative 1(see page 7 of Appendix D) as a pilot activity within LTP2.

6.44 Response: Accept recommendation. Agreed that consideration will be given in LTP2 to seek investment in the use of personal or individualised marketing of transport services and facilities to Hertfordshire residents.

6.5 Other

Objective	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.
Current Approach	Policy links between Local Transport Plan and current Structure Plan/Local Plans, including relationship between new development locations and transport accessibility. Supported by practical measures such as the formation of Freight Quality Partnerships.

6.51 Recommendation: That the current approach be pursued, but that consideration for wider implementation of technology be considered as an appropriate measure to reducing the need to travel and that proper consideration be given to the development of sustainable distribution networks especially for home delivery purposes as a contribution to reducing the use of the private motor car.

6.52 Response: Accept recommendation. The use of technology will be explored during LTP2 through the development of a telematics strategy and the use of the TravelWise Campaign.

7. Consultation

The SEA requirements state that consultation is required on the SEA and associated documents. Therefore, the County Council is proposing to consult on the SEA and Local Transport Plan in order to meet this legal requirement. The Local Transport Plan documentation will be sent to stakeholders, and made available to the public through provision in libraries and on HertsDirect. Members attention should be drawn to the consultation questionnaire at the rear of the Local Transport Plan and the questions highlighted in boxes throughout the document.

8. Issues for the Panel to Consider

This paper seeks endorsement of the Transport Panel of the draft Local Transport Plan for public consultation.

9. Financial Implications

This paper has direct financial implications. The provisional Local Transport Plan will be submitted to the Department for Transport on the 29th July 2005 for assessment. Hertfordshire County Council is guaranteed 100% of the planning guidelines as an Excellent Authority. Currently, the planning guidelines are under review and may be subject to change that could positively or negatively affect funding that is received. There is a mark available for the quality of the plan of up to 12.5% for the provisional July 2005 submission and a further 12.5% for the full Local Transport Plan submitted in March 2006. The current indicative allocations indicated are outlined below:

	2006/07	2007/08	2008/09	2009/10	2010/11
Maintenance	9.010	9.190	9.649	10.132	10.638
Integrated Transport Block	12.300	12.300	12.916	13.563	14.243
Total	21.310	21.490	22.565	23.695	24.881

10. Decision Making Process

The recommendations of the Transport Panel will proceed to Cabinet on the 18th April 2005 for final endorsement for public consultation.