

ANNEX B

**District/Borough Comments on Delivery of
Local Transport Plan**

This annex contains a statement from each of the ten district/borough councils on the progress being made to deliver the Local Transport Plan in their areas. Whilst the text has been decided by each individual authority, the format of all the statements is based on a framework agreed through a joint officer process.

Map of Hertfordshire Districts to be included.

STATEMENT BY BROXBOURNE BOROUGH COUNCIL

- **Town Centres (security)** - the Waltham Cross CCTV scheme, which includes enhanced lighting generally and power supplies to the street market, now has a budget of £386,000. This is shared between the Home Office, the Council, the Police and some local shops. A contract for all the works other than camera purchase and installation has been let, with completion due in September 2001. Thereafter the cameras will be installed so that the whole scheme goes 'live' before the pre-Christmas shopping period.
- **Licensing Strategies** - as local taxi licensing authority the Council has embarked on a programme of installing ten new ranks, primarily to serve town centres, railway stations and major shopping developments. To date, four of these are operational, with the programme due for completion by autumn 2001.
- **Town Centres (parking)** - the long-stay (over 4 hours) tariff in the Council's car parks was raised from £2 to £3 in May 2001, which represents a doubling in two years.
- **Local Plan Review** - key stages in the Borough Local Plan Review process are set out below.

April-May 2001	FIRST DEPOSIT PLAN Available for public consultation. Formal objections to any aspect of the Local Plan had to be lodged at this time (almost 1,400 representations were received)
Late 2002	Adoption of Borough of Broxbourne Local Plan Second Review 1991-2011

- **Waste Strategy Development** - all ten waste collection authorities and the waste disposal authority are working in partnership to develop a county-wide strategy to be put to public consultation prior to its adoption in June 2002. This Council has formally agreed to pooling of its DETR mandatory recycling target for 2003/04 with those of the other ten councils and is financially supporting the consultation process.
- **Air Quality Review** - an Air Quality Management Area was declared in June 2001, covering all properties in Arlington Crescent, Waltham Cross and the High Street (Nos 13 to 21, i.e. the western side) southwards from Lodge Crescent to the boundary with LB Enfield.

The Council continues to provide by way of Order disabled persons' parking places on the highway outside the homes of qualifying residents. In 2000/01, 50 spaces were provided at a cost of £7,000 making a total of 266 such spaces in residential areas. Usage is reviewed and 'redundant' spaces removed.

The Council has already introduced half-fare travel concessions for the elderly and mobility impaired under the Transport Act, but is now to operate in parallel with this a free travel scheme for the mobility impaired with a pass for which an annual £50 charge will be made (but 50% discount if in receipt of income support).

STATEMENT BY DACORUM BOROUGH COUNCIL

As part of Dacorum Borough Council's previously stated commitment to developing fully integrated transportation and land use strategies, these facts have been brought together within the emerging Local Plan which was the subject of a recent public inquiry. It is hoped that the inspector's recommendations on the plan will be published by the middle of 2002.

During the last year the Borough Council have made some progress towards the creation of a Borough Parking Strategy. Consultants have now been commissioned to undertake the initial part of a phased study as part of this process. The Borough and County Councils are jointly funding this work.

Commitment to Community Safety continues and since the publication of the last Local Transport Plan further Close Circuit Television installations have taken place in Hemel Hempstead High Street and Tring's public car parks and town centre. In addition Dacorum has designed and funded a re-lighting scheme in the conservation area of Piccotts End.

Progress towards the Kings Langley Home Zone, via meetings with interested bodies, public exhibitions and a questionnaire survey, has been made. Detailed plans are in preparation for the final scheme. This pilot project is to be funded by Dacorum.

Within the area of social inclusion the council continues to provide funding for various passenger transport initiatives including half-fare bus passes (available to pensioners or those with a permanent disability), dial a ride, taxi voucher scheme (available to people with permanent disability or who are blind or partially sighted), Dacorum Day (20p single/40p return – first and third Mondays of the month) and the fortnightly Markyate "shopper bus".

Air quality reviews have taken place within the Borough and there has been no need to declare any "Air Quality Management Areas", Dacorum together with other local authorities across Hertfordshire and Bedfordshire are now considering 2003's assessment.

STATEMENT BY EAST HERTFORDSHIRE DISTRICT COUNCIL

East Herts District Council and the East Herts Highway Partnership have been working with the County Council in implementing the various programmes and policies identified in the Local Transport Plan, including the area plans for the Lea Valley which includes Hertford and Ware, and the East Hertfordshire Plan, which includes Bishop's Stortford and the Wadesmill By-pass.

East Hertfordshire's Local Plan: Second Review is on Deposit for Public Consultation from 28 June to 8 August 2001. New policies have been introduced within the transport chapter which cover traffic reduction in new developments, green transport plans, cycling (including cycling routes, protection of cycle routes, dual cycle and equestrian use, access to developments and facilities provisions), protection of equestrian routes, power two wheelers, public transport, pedestrian environments, freight and surplus transport sites. The Council are seeking to ensure that these policies provide a more accessible, sustainable and socially inclusive environment.

The District Council has also completed stage 3 of its review and assessment of Air Quality, and has deemed it necessary to make an Air Quality Management Order for Sawbridgeworth. The local authority will carry out continuous monitoring of air particles on the roadside of the A1184 and undertaking modelling exercises on predicted traffic flow to identify whether or not this area can achieve the standard for particles required by the government.

The Council has agreed an Off Street Car Parking Strategy together with a five year action plan. Part of the action plan includes the commissioning of a comprehensive survey/study of the current provision of off street car parking in its main towns and the consideration of the appropriate development of existing car park services in respect of location, sufficiency, condition and charging methods and rates. The study will also scope the potential for the transfer of responsibility for controlling on street car parking from Hertfordshire Police to the District Council.

Other initiatives that the Local Authority and the Highways Partnership have undertaken are:

- Agreed to improve street lighting within Hertford Town Centre to assist CCTV surveillance;
- Agreed an additional budget to maintain those enhanced Highway areas within Town Centres;
- Implement the pedestrian improvement scheme within Market Street, Hertford, which includes more convenient level crossing facilities at two junction points;
- Agreed to implement waiting restriction schemes in two residential areas;
- In conjunction with the County Council, implemented a home zone scheme in Campfield Road, Hertford;
- The authority has agreed to improve pedestrian crossings for the benefit of disabled users including tactile paving touch sensors and green man indicators.

STATEMENT BY HERTSMERE BOROUGH COUNCIL

Context

The Hertsmere Local Plan is to be the subject of a second local inquiry. The only transport related issue is in respect of the Council's decision to remove the notation for a Park and Ride site in Stephenson Way, North Bushey. This accords with the resolution of the County Council not to support such a facility on Stephenson Way. The removal of the notation was because of the uncertainty of a decision that a facility in this location could not be delivered as a local authority partnership in the Plan period. The outcome of the Local Plan inquiry will be reflected in future APRs.

The Council has opposed the proposal to build a Parkway Station at Hadley Wood to feed the East Coast Main Line from the M25. It has asked the consultants working on the Orbital MMS to consider the impact of these additional destinations on the motorway and the effect on the local network. The matter has been echoed to consultants working on the London – South Midlands MMS. The Council propose to declare Air Quality Management Areas adjacent to the M25 and M1.

Comments on Main Volume and key issues in Volume 2 matrix

The Council's Cycling Strategy is in the process of being replaced by a Greenways Strategy as part of a Greenways Pilot Project funded by the Countryside Agency. SWOT and demand studies have been carried out and routes are being tested and assessed. The strategy will incorporate a list of a missing links that will be needed in order to create a complete network of multi user paths and quiet lanes in the area.

A scoping exercise has been started with a view to reviewing the Elstree and Borehamwood Transport Plan which is now seriously out of date given changes of land use permitted and expected, as well as alterations to school provision in Borehamwood and associated travel patterns. In respect of a bus terminus in the town, the private sector partner has shelved ideas to provide this facility but permission has been granted for alterations at the rail station with a new access roundabout.

No start has been made on the Radlett Plan but the Potters Bar Plan has been adopted subject to concerns over access to the Cranbourne estate. No issues came out of the study in respect of the once mooted Darkes Lane Service Road and instead focus is on improvements to the pedestrian area and interchange between non-car modes and the train service at the rail station.

The Bushey Transport Plan is in need of minor updating but key phases of the green route are now in place or awaiting implementation.

Comment on Delivery of LTP funded schemes

The Bushey Package of measures to support the South West Hertfordshire Transportation Study (SWHTS) is progressing well in respect of its key element, and other items as a result of development are being fitted in. There has been insufficient resource to deal with other items in the plan and there remains concern that the achievements of bus priority will not be realised until the complex issues at Bushey Arches are resolved.

LTP funded schemes are starting in Potters Bar, but initial indications are that further resources will be necessary to produce fully integrated results in the timescales expected by the community, having engaged them through the Whole Settlement Strategy approach.

Some measures have been delivered in Borehamwood and Elstree, particularly in respect of getting children to school more safely, but a broader approach to improving choice on non motorised modes may need to be applied to using S106 funds in order to achieve more lasting results.

Issues in Radlett and along the A5183 corridor continue to be a concern particularly in respect of enforcing bans.

STATEMENT BY NORTH HERTFORDSHIRE DISTRICT COUNCIL

Context

The District Council withdrew the draft version of District Local Plan No 3 in December 2000. The withdrawal of DLP 3 was related to PPG 3 'Housing' rather than transport matters. The Council is currently working on a revised draft version of DLP3 and will continue to ensure that Local Plan policies and proposals are integrated with the LTP.

Implementation

NHDC's proposed cycle route network was adopted as Supplementary Planning Guidance in January 2001. This SPG is assisting in securing developer contributions and focusing LTP funding.

The Council has commenced work on a Town Centre Strategy for Hitchin, which will include consideration of accessibility to and within the town centre by all modes of transport.

The Council is working with other Hertfordshire authorities to agree new maximum car parking standards and an acceptable method of applying restraint to these standards. In addition a new concept of applying accessibility payments to new development is being devised.

The Council has implemented the statutory concessionary fares scheme at a standard better than the national minimum. In addition the Council continues to support both Dial-a-Ride and contract bus services.

The Council is concerned about withdrawals and alterations to commercial bus services. It considers that this undermines the aims and objectives of the LTP.

In rural settlements, the Council, in partnership with the Highway Authority, has been implementing 30 mph speed limit restrictions. This initiative is in response to local concerns especially regarding through traffic in rural areas.

In addition both authorities continue to work together to identify and implement highway safety and maintenance schemes as well as proposals in the Hitchin Transport Plan.

Social Inclusion

The Council is currently working on a Community Strategy for the district. To date this work has identified local transport issues which will be fed into work on the North Hertfordshire Area Transport Plan, due to commence in 2002.

County, District and Parish Councils are continuing work on the transport needs of rural areas. This work will consider, in particular, the availability and suitability of passenger transport services.

Disabled issues

The Council, with HCC, is providing additional parking facilities for people with disabilities in Hitchin. This demand has arisen as a consequence of pedestrian priority measures funded by the LTP. In addition the Council has instigated a consultation group that will consider disabled needs for future transport schemes.

Conclusion

The Council considers that progress towards LTP objectives should now increase following the enhanced LTP settlement. The Council urges the DETR to maintain high funding levels to ensure aims and objectives are achieved in the short, medium and long term.

STATEMENT BY ST ALBANS CITY & DISTRICT COUNCIL

Update on St Albans District Plan Second Review

The first Review of the District Plan was adopted in November 1994. A second Review is now in progress based upon the Structure Plan Alterations period to 2016. Stage 2 of the Plan (Public Consultation on the Pre-Deposit Document) is due to take place in November 2001 and formal adoption of the District Plan Second Review is due in Summer 2005.

Supplementary Planning Guidance (SPG) for car parking provision at new development was adopted by Hertfordshire County Council in December 2000. The District Plan Review will contain detailed policies about car parking based on the SPG.

St Albans Highways Partnership

The Highways Management Agency Agreement between the County Council and St Albans City and District Area has been terminated and replaced on 1 April 2001 with the St Albans Highways Partnership. The County Council has introduced joint working arrangements between the two organisations for the management of the highway network, which includes a wide range of highway services, road maintenance, minor traffic improvements and highway advice on new developments, in accordance with County standards and procedures.

Progress on transportation studies and schemes

New Transport Strategy

Following recommendations from the Transport Strategy Forum the District Council and County Council have been requested to adopt the following policies in relation to St Albans City Centre which, in summary, are:

- i) That proposals be developed and funding sought for enhancing the main streets of the City Centre.
- ii) That pro-active steps be taken to develop improved facilities for buses.
- iii) That pro-active steps be taken to develop and consult on proposals to reduce traffic volumes in St Peters Street, Chequer Street and High Street, including a programme for implementation.

Mid Hertfordshire Area Plan

Work has commenced on the Mid Hertfordshire Area Plan to identify long-term strategies to shape travel patterns and to guide investment within the area. The Area Plan is focused upon St Albans, Hatfield, Welwyn Garden City and London Colney, and also includes the settlements of Bricket Wood, Welwyn Village and Wheathampstead.

The programme for 2001/2002 includes:

- St Peters Street Study: to enhance the attractiveness of St Peter's Street for pedestrians through measures to reduce traffic speed and volume;
- Hatfield Road Route Study: to improve bus services between Hatfield and St Albans.

Works proposed:

- Station Way: Implementation of traffic signals at the junction of Station Way with Hatfield Road, St Albans and reconstruction of Station Way and adoption as public highway.
- “Cathedral Quarter” Pedestrian Measures: Improved pedestrian crossing and enhancement to link Market Place and Waxhouse Gate, across High Street and Verulam Road.
- Cycling: Potential routes are London Road, Drakes Drive and Marshalswick Lane.
- Holywell Hill Bus Lane: Northbound bus lane from Westminster Lodge.
- Traffic signing: Review signing on approaches to, and within the City Centre, also signing of City Centre car parks.

STATEMENT BY STEVENAGE BOROUGH COUNCIL

Context:

The Borough Council published the Stevenage District Plan Second Review 2nd deposit draft in May 2001 for Public Consultation. This includes text and policies on transport, which support, complement and integrate with the County Council's Local Transport Plan. The current draft earmarks land adjacent to the existing rail station for use as Bus/Rail Interchange.

Implementation:

The Council has commenced work on a Town Centre Regeneration Strategy, which will include consideration of accessibility to and within the Town Centre by all modes of transport. In particular, the strategy will embrace the Council's vision for a Bus/Rail Interchange on the site of the existing rail station in order to accommodate growth in bus and rail travel. It is anticipated that a Town Centre Parking Strategy will be developed in association with the Town Centre Re-generation Programme.

The Council is working with other Hertfordshire authorities to agree new maximum car parking standards and an acceptable method of applying restraint to these standards. In addition a new concept of applying accessibility payments to new development is being devised.

The Council continues to offer its own 'free-travel' concessionary bus pass scheme for a payment of £25 p.a. alongside the minimum statutory scheme. In addition, the Council supports both Dial-a-Ride and 'contract' bus services.

The Council continues to facilitate regular meetings of the Stevenage Transport Forum to further develop the Stevenage Transport Strategy; to act as a Forum for consultation on transport policies and initiatives; and for exchange of information on transport issues. Under the umbrella of the Stevenage Transport Forum, the Council, in partnership with the highway authority and the Freight Transport Association, is exploring the potential for implementing a Freight Quality Partnership in Stevenage as a pilot project.

The Council has commenced work on developing a Stevenage Cycling and Walking Strategy as well as its own Green Transport Plan.

In partnership with the Hertfordshire County Council, literature and route maps promoting the use of Stevenage's extensive Cycleway Network as well as signing and cycle parking facilities are to be significantly improved as part of the Council's Cycleway Renaissance Initiative.

Both authorities continue to work together to identify and implement highway safety and maintenance schemes.

Both authorities continue to work together to ensure that Stevenage maintains its status as a major railhead within the county for both commuter and long distance rail services.

The Council has earmarked £200,000 Capital Funding for dealing with on-street residential parking congestion in the worst affected streets. The schemes progressed will not only include improved on-street parking facilities for residents but also traffic management features to assist in reducing traffic speeds and improving safety for pedestrians/cyclists.

Social Inclusion:

The Council is currently working on a Stevenage Community Strategy. This work will seek to identify local transport issues which will be fed into work on the North Hertfordshire Area Transport Plan, due to commence in 2002.

The Council continues to be concerned about withdrawals and alterations to commercial bus services and the effects such withdrawals and alterations have on people who rely on bus services for essential travel. In view of this, bus companies are being pressurised to provide better services to those areas identified as being socially/economically deprived, targeted specifically at low-income families, children from such families and minority groups.

Disabled Issues:

In the context of balancing the need between ensuring that safe areas for loading/unloading are maintained on Town Centre Service Roads and on-street parking facilities for people with disabilities, the Council is currently reviewing the provision of such on-street parking facilities with a view to maximising the number available.

Conclusion:

The Council is pleased to note that there has been a substantial increase in the current year LTP settlement, which will assist in ensuring significant progress towards meeting the objectives identified in the LTP. The Council urges DETR to maintain the high funding level in future years to ensure that further progress in meeting the identified aims and objectives is made.

The Council also urges DETR to identify a mechanism, either through the LTP settlement or the Urban Bus Challenge, for providing Government revenue support for improving 'socially necessary' bus services.

STATEMENT BY THREE RIVERS DISTRICT COUNCIL

Update on Statutory Plans in place in the Three Rivers District

Three Rivers District Council (TRDC) expect formal adoption of the Three Rivers Local Plan 1996-2011 in the summer of 2001. Modifications to the plan were consulted upon in November 2000 and March 2001. The plan contains a comprehensive chapter on Transport and Movement.

Supplementary Planning Guidance (SPG) to support the above plan to be published in 2001/02 include a new set of standards for car parking provision at new development and a new cycling strategy. The car parking standards will be based upon the SPG adopted by Hertfordshire County Council (HCC) in December 2000.

Major schemes progressed in 00/01

Below are some of the major transport schemes progressed within the Three Rivers district in 2000/01. It is not a comprehensive list of schemes that have been progressed with funding assistance from the Local Transport Plan settlement.

Parking Control

In conjunction with HCC, Watford Borough Council and the local police TRDC progressed the decriminalisation of parking and has set up a Special Parking Area (SPA) to cover the whole District. This has now been confirmed by the Department of the Environment Transport and the Regions (DETR) to operate from 1 July 2001. On-road parking enforcement will now be the responsibility of TRDC, in addition to its off-road parking responsibilities.

In association with the above, Orders have been served for a Controlled Parking Zone (CPZ) in Chorleywood, this is expected to come into force in Summer 2001. The feasibility study into a Rickmansworth CPZ is being undertaken in 2001/02, with a view to implementation in April 2002.

Cycling

Detailed designs are currently being drawn up by Mouchel TSC for cycle routes between Bedmond and Abbots Langley and for Maple Cross to Rickmansworth. This has been project managed by TRDC with funding coming from TRDC, HCC and Section 106 monies. It is expected that the detailed design will be undertaken this year and construction will be undertaken in the first few calendar months of 2002.

Croxley Rail Link

In conjunction with HCC this Council is a strong supporter of the Croxley Rail Link. In relation to the "closure" notice for the Croxley Green Branch TRDC submitted a representation on the closure, and a formal hearing is to be held in July of this year. TRDC will present a joint case on this issue with HCC. The Council has also lobbied for the inclusion of the Croxley Rail Link in the (London) Mayor's Transport Strategy and Strategic Rail Authority's "A Strategic Agenda".

Multi-modal studies

The main current research project which is studying travel movements in the District is the “Orbit Study”. This is seeking solutions to travel movements in the M25 corridor. The Council submitted representations to the Government Office in 2000 on the initial consultation and is looking forward to the local area solutions which are expected to be published this year.

STATEMENT BY WATFORD BOROUGH COUNCIL

* to be included

STATEMENT BY WELWYN HATFIELD DISTRICT COUNCIL

District context/background

The District Plan Review has now been published, and contains new policies in respect of Movement. Specifically, these give priority to walking, cycling and public transport and establish the requirement for Green Travel Plans, Transport Assessments, and restraint based parking policies for new development.

The new Plan will also support the introduction of Home Zones.

Significant Developments On Matrix Issues

Movement issues in the main centres of population are being pursued through Welwyn Garden City Town Centre Strategy and Hatfield Town Centre Regeneration. The Mid Herts Package is being actively linked to both these projects.

The development of a Walking Strategy is underway, and expected to be completed by the autumn.

A Parking Strategy is under development, and due to be completed shortly, based on the outcome of a study into parking issues carried out last year.

Delivery Of LTP Funded Schemes

The Mid Herts Package commenced this year. The District Council has been represented on the Officer Steering Group set up to manage the project, and will be represented on the Joint Member Group when it is set up in the near future.

Although it is still early days for this project, progress to date has been good and the District has been fully involved. The District Council looks forward to close involvement during the life of this significant project.

Other Comments

Rail Travel: The delays to the East Coast Main Line scheme, as a result of the Hatfield rail crash and the re-franchising process, have been noted with some concern.

Hatfield Aerodrome: The development is continuing as planned and the first financial contribution, under the planning agreement, towards local transportation issues has been received. Work is in hand in association with the County Council, on funding improved passenger transport services and transportation infrastructure.

