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Maps of 2001/02, 2002/03 and 2003/04 – 2005/06 schemes [To be included]

## **EXECUTIVE SUMMARY**

### **Introduction**

The first Local Transport Plan (LTP) was published in July 2000, setting out the Council's transport objectives, policies and programmes for the period 2001/02 – 2005/06. This Annual Progress Report sets out how the Plan has been delivered during 2001/02.

Progress has been made against all of the eight key LTP objectives. A total of 48 'Integrated Transport' schemes was delivered, complemented by an extensive programme of safety engineering and maintenance schemes, and a comprehensive range of supporting initiatives. The County Council is particularly pleased that the plan has achieved a reduction of 626 road casualties, over the last year.

### **Transport and the Wider Context**

Great efforts have been made to ensure that transport schemes bring wider benefits to the local community. Working with district councils and other agencies has helped to deliver neighbourhood renewal and urban improvements through schemes such as pedestrian improvements and better street lighting. Improvements have been made in all of the eight topic areas of interest to Government.

### **Progress Towards Local Objectives and Targets**

This report covers Year 1 of the LTP, and therefore it is too early to make comments on progress towards longer term targets. However, none of the 2001/02 performance indicator results give any cause for concern.

To help ensure future progress, a number of new performance indicators have been added to measure bus services and access. Many of the existing bus indicators have been given better defined and/or more stringent targets.

### **Implementation Programme**

Significant progress has been made in all of the 'Integrated Transport' and 'Maintenance' programmes set out in the LTP. The Integrated Transport programme was supported by £2.1 million of County Council revenue funding and £3.8 million from other contributions. However, the Council was forced to transfer £2.5 million of the LTP funding to Maintenance to tackle the carriageway deterioration caused by the flooding and other severe conditions in Winter 2000/01.

For 2002/03, the County Council is supporting the structural maintenance programme with £3.5 million from its capital funds as well as over £3 million from its revenue programme.

The County Council was disappointed that agreement was not reached on the two Major schemes – Croxley Rail Link and Baldock Bypass. It is hoped that progress on both these schemes can be made during 2002/03.

## **Development of LTP Strategy**

The development of strategies continued to be guided by regular meetings of the Strategic, User and District groups, and by the annual LTP conference which was held in November 2001. New policies on 'Social Inclusion' and 'Transport Issues for Disabled People' were developed in 2001/02, the latter involving the setting up of a new disability group to provide advice.

The LTP is now also supported by a new Bus Strategy which has been developed over the last year, and a new 'Intalink' strategy which sets out a framework for passenger information provision. Both strategies were published in July 2002.

## **Best Practice**

The County Council continued to develop its links for learning from others during 2001/02, both within Hertfordshire and from other local authorities. Recommendations from the Transport Operations Best Value review are now being put into action, and the County Council is currently a pathfinder authority under the Comprehensive Performance Assessment process.

A programme of events and initiatives for the County Council's work in disseminating good practice under its Centre of Excellence for integrated transport planning status has been drawn up, to follow on from the national launch.

## **Conclusion**

The first year of the 'Full' Local Transport Plan has been challenging as the level of funding, the number of schemes and the involvement with local forums and the general public have all increased. The delivery of new infrastructure and supporting initiatives have demonstrated that the challenges have been met and that there is now a sound base for moving towards the longer term objectives and targets.

### **2001/02 Highlights**

- KSI casualties down by 18, Slight casualties down by 608
- New policies for 'Social Inclusion' and 'Transport Issues for Disabled People'
- Development of Bus and Intalink strategies
- 48 Integrated Transport schemes delivered
- First 70 of 1000 new bus shelters installed
- School Travel Plan co-ordinator appointed
- Freight Quality Partnership established in Stevenage
- Countywide Explorer bus ticket launched

## **1. INTRODUCTION**

### **1.1 The Local Transport Plan Process**

The County Council has a duty under the Transport Act 2000 to publish a Local Transport Plan every five years. The first plan was published in July 2000, and sets out the Council's transport objectives, policies and programmes for the period 2001/02 – 2005/06. Copies of the plan are available for reference in all Hertfordshire public libraries, and is available on the Council's website at [www.hertsdirect.org/ltp](http://www.hertsdirect.org/ltp).

This Annual Progress Report sets out how the Plan has been delivered during 2001/02. The report also shows where changes to the plan have been required, and in particular records a number of policy changes. It also provides the opportunity to set out the programme of works for the current financial year (2002/03).

Comments on this Annual Progress Report are welcomed. Contact details are provided at the back of the document.

### **1.2 Progress During 2001/02**

There has been progress within all areas of transport in the County for 2001/02, with the successful continuation of existing programmes and the introduction of new and innovative ideas and schemes. Excluding safety and maintenance schemes, a total of 48 infrastructure schemes was completed in 2001/02, and consultation/design/preparation work was undertaken on a further 68 schemes. Contributions of £3.3 million were received to support the LTP funding of these schemes.

Progress against the Local Transport Plan Objectives is set out below:

#### **To improve safety**

The Plan has achieved a significant reduction in road casualties. In 2001, Killed and Seriously Injured casualties were down by 18, and Slight casualties were down by 608. The safety engineering programme has been supported by an extensive range of education, training and publicity initiatives, often in conjunction with the Police and/or other highway authorities. The targets for driver and cyclist training in 2001/02 were all met.

#### **Reducing the need for movement**

A Stevenage Freight Quality Partnership was developed in partnership with local businesses in the area to help solve some of the freight problems in the town of Stevenage. This first partnership has been successful with an action plan and drivers route/parking maps being developed, and has also provided a model for future partnerships to be developed in other towns in the County.

#### **Best use of the network**

The County Council undertook an extensive programme of carriageway and bridge maintenance works during 2001/02, including 163 schemes to repair winter damage. Nine bridges were strengthened, leaving only one HCC-owned bridge to be dealt with on the 'A' road network. Significant progress was also made in developing the Asset

Management Plan and the Strategic Alliance between client, consultant, and contractor, both of which will make scheme delivery more efficient in future years.

### **Access for all**

This APR contains new policies on 'Social Inclusion' and 'Transport Issues for Disabled People' which have been developed following discussion groups and consultation. The policies are backed by action on the ground such as the easier to read timetables and disabled person parking spaces described in Sections 2.1 and 2.4. New performance indicators for access to bus services in rural and urban areas have been established, whilst a more challenging target for the percentage of the bus fleet meeting Disability Discrimination Act standards has been set (see Section 3.2).

### **Environment and health**

Measures to address air quality and noise are set out in Section 2.8. On the use of materials, a new partnership contract for highway maintenance works resulted in 80% of excavated materials being re-used on the site or at other works sites, whilst 14% of construction material came from recycled sources.

### **Economic Development**

Transport schemes have contributed to wider measures to support the local economy in places such as central Watford (through Green Zone measures) and Hitchin (in support of the district council town centre regeneration project). Urban areas benefited from Single Regeneration Budget funding in South West Hertfordshire, whilst the 17 grants under the Rural Transport Partnership will help economic activities in smaller communities.

### **Working with transport providers**

A new Bus strategy was developed during 2001/02 (and published in July 2002), complemented by a new Intalink strategy defining standards for publicity and information provision. Strategic dialogue with the bus companies was increased through the first two bus summits that were held in 2001. The bus companies were also heavily involved in the scrutiny of the 'Green Route' bus priority corridor concept and application.

The programme of infrastructure improvement continued apace. Better bus access to Hitchin and Hatfield stations was achieved, and bus priority measures were installed at six more junctions. The contract with Adshel to provide new bus shelters has started, with the first 70 out of a planned 1000 new shelters installed during 2001/02. On the marketing front, the Countywide Explorer bus ticket was launched, and six new bus/rail ticket zones were established.

### **Promoting Alternative Modes of Transport**

Physical measures to encourage the use of walking, cycling and public transport have been completed in all six Area Plans as well as the specialist programmes. Pedestrian improvements include measures to support Safer Routes to School projects in Hertford and Waltham Cross, new crossing facilities in St Albans, and improved links between the town centre and railway station in Bishop's Stortford. For cyclists there has been a new river bridge on Ebury Way in Watford, a new route along High Road, Broxbourne, new links and cycle parking in Hitchin, and completion of the Great North Cycleway between Hadley Wood and Stevenage. In total there were 4 km of

new or improved footways and 27 km of new or improved cycleways completed in 2001/02.

Non-motorised traffic has also benefited by the development and initial delivery of the Greenways strategy led by Hertsmere Borough Council.

### **Safer Routes To School**

The programme of school travel plans helps to deliver many of the above objectives, including safety, access for all, environment and health, and promoting alternative modes of transport. The programme delivery has been greatly assisted by the appointment of a School Travel Plan co-ordinator. During 2001/02, physical measures were completed at 7 schools, and a total of 31 now have School Travel Plans, and a further 64 are in the process of developing them.

The work of developing school travel plans and delivering the associated measures will be showcased at a Hertfordshire Centre of Excellence conference to be held in November 2002.

## **2. TRANSPORT AND THE WIDER CONTEXT**

Hertfordshire's Local Transport Plan has placed increasing emphasis on the wider benefits which can be gained from transport investment. This has been achieved by working through partnerships and consultation, both at the local and strategic levels. Examples of the wider outcomes delivered through schemes completed in 2001/02 are given below, while further details of all schemes are given in Annex C.

### **2.1 Social Inclusion**

The County Council has completely rewritten its policy on social inclusion in the transport context to reflect the increasing 'joined-up thinking' on this issue. Details of the new policy are given in Section 5.5 and Annex F. The underlying principle of this new policy is that there are many sections of society who experience social exclusion at some time or another, and therefore the implications of all schemes on all groups need to be carefully considered. This can be partially achieved by better dialogue, from the strategic policy level (e.g. the County Council's LTP Strategic and User groups which continued to meet during 2001/02), through the local design and implementation (e.g. the Potters Bar In Focus integrated transport group), to post-implementation review (e.g. scrutiny of the St Albans Road Green Route).

Specific examples of schemes completed in 2001/02 which have a significant social inclusion element include:

- successful trials of new easier to read bus timetable formats on the St Albans to Hatfield corridor;
- revenue support to local bus services, including evenings and Sundays, of £4 million.
- successful bids under the Rural Challenge for schemes to improve access to health facilities and to provide accessible vehicles for rural community transport (Rural Transport).

### **2.2 Neighbourhood Renewal**

Transport measures can play an important part in strengthening local communities by improving physical links and reducing barriers to movement. The County Council's programme of local consultation, often in conjunction with district and parish councils and community organisations, helps to ensure that neighbourhood renewal measures form an integral part of transport schemes.

Examples of schemes embracing neighbourhood renewal in 2001/02 include:

- measures in West Watford to improve the residential environment by removing through traffic, introducing 20 mph zones, providing safer conditions for pedestrians and cyclists, and improved street lighting to enhance night-time security (South West Hertfordshire Area Plan);
- development of the Central Watford Green Zone, including crossing improvements to provide access from residential areas to edge of town centre shops previously severed by ring road (South West Hertfordshire Area Plan);
- consultation on the Wheathampstead High Street Regeneration Scheme which will increase accessibility to local facilities in this rural settlement (Rural Transport);

- improved and safer access to 11 local schools in the LEARN programme (LEARN).

### **2.3 Urban Transport Issues**

The need to maintain and improve the economic vitality of urban centres, for both commerce and employment, is recognised in the six Area Plans and in the Urban Plans programme. In many cases this is reflected in the statements included in Annex B where the district and borough councils are the prime movers in urban renaissance.

Examples of urban transport improvements delivered in 2001/02 include:

- the implementation of decriminalised parking areas across the Three Rivers district area, with associated parking controls in the main urban areas (South West Hertfordshire Area Plan);
- design of new pedestrian links between Hatfield railway station, the town centre and other shopping areas in conjunction with Welwyn Hatfield District Council's town centre regeneration scheme (Mid Hertfordshire Area Plan);
- new Puffin crossing and associated pedestrian improvements in Sawbridgeworth to address severance caused by the A1184 (Eastern Hertfordshire Area Plan);
- improved pedestrian links between Hitchin town centre and the railway station, and new cycle parking measures around the town centre, complementing the North Hertfordshire District Council cycling strategy (Northern Hertfordshire Area Plan)

### **2.4 Accessibility for Disabled People**

The County Council has developed a completely new policy on Transport Issues for Disabled People in conjunction with local disability groups. Details of the new policy are given in Section 5.5 and Annex G.

Examples of specific schemes completed in 2001/02 include:

- easy access kerbs to improve disabled access at bus stops along the Green Route bus priority corridor in Bushey (South West Hertfordshire Area Plan);
- improved disabled pedestrian links between Bishop's Stortford railway station and town centre, and new disabled parking spaces in the town centre (Eastern Hertfordshire Area Plan);
- new 12 space disabled parking facility in Hitchin to complement town centre improvement measures (Northern Hertfordshire Area Plan);
- improved pedestrian facilities/crossings for the disabled, and in particular for local elderly residents, in Harpenden (Urban Plans).
- 46 new disabled person parking places provided by Broxbourne Borough Council.

### **2.5 Rural Transport Issues**

The County Council has a dedicated Rural Transport programme, but rural/urban links are also included within the six Area Plans. The rural strategy is currently being rewritten to incorporate the successful outcomes of the STRAP and Rural Transport Co-ordination Project pilots and to provide greater co-operation with local and

national rural organisations. The new strategy will be published with the LTP Annual Progress Report in July 2003.

Progress in 2001/02 has included:

- implementation of Quiet Lanes in Ayot St Peter (Rural Transport)
- community consultation on the Central Chilterns Area Traffic Management Project, including Quiet Lanes, cycle and equestrian routes (Rural Transport);
- completion of Hertsmere Borough Council's Greenway strategy, which also includes links to urban areas (Rural Transport);
- the launch of the Rural Transport Partnership (Rural Transport);
- school travel plans and associated infrastructure works at primary schools in Wheathampstead and Lemsford (Rural Transport).

## **2.6 Land Use Planning**

Many of the transport schemes in Hertfordshire are linked to wider land use planning issues, either providing the catalyst for development or for ensuring the benefits are maximised. The six Area Plans all contain examples that are on-going or will arise in the next few years e.g. key employment sites, the potential expansion of Stansted Airport, and the Single Regeneration Budget schemes in West Watford.

Examples of links between transport and land use planning in 2001/02 include:

- Maze Green Road, Bishop's Stortford, scheme including traffic calming, pedestrian crossings, signage and parking restrictions in conjunction with the development of Bishop's Stortford College (Eastern Hertfordshire Area Plan)
- school travel plans and associated physical measures such as traffic calming and cycle routes as part of the major reorganisation of schools in Borehamwood (Urban Plans);
- pedestrian/cyclist access measures, parking facilities, traffic calming and signing to support North Hertfordshire District Council's town centre strategy in Hitchin (Northern Hertfordshire Area Plan);
- forging better links with the Children, Schools and Families department to ensure that school travel plans are delivered at schools where expansion is planned.

## **2.7 Community Strategies**

A countywide Local Strategic Partnership ('Herts Together') has been established and Local Strategic Partnerships are being taken forward in many Districts. Examples of these district community strategies are referred to in Annex B. A framework document for a Hertfordshire Community Strategy is in preparation and will be presented to the countywide Local Strategic Partnership in 2002/03. There are also many examples of working with local communities on specific transport projects, including:

- corridor improvements between Abbots Langley and Leavesden, including traffic calming, cycle, pedestrian and bus improvements, developed from planning for real exercises with local residents (South West Hertfordshire Area Plan);

- the delivery of the Oxhey Transport Plan which has been developed and delivered through a community forum group comprising local community group representatives and local councillors (South West Hertfordshire Area Plan);
- town centre works overseen by the Hitchin Vision Transport Action Group (Northern Hertfordshire Area Plan);
- plans for the Havers Estate Home Zone developed through community strategy work promoted by East Hertfordshire District Council (Eastern Hertfordshire Area Plan);
- forging links between Safer Routes to School and community planning in Buntingford (LEARN);
- implementation of CCTV and improved street lighting as part of Broxbourne Borough's community safety scheme in Waltham Cross.

## **2.8 Environmental Issues**

The vast majority of the Local Transport Plan schemes have environmental benefits, from the promotion of less polluting forms of transport such as walking and cycling, to the routing of traffic away from town centres and residential areas.

Specific examples undertaken during 2001/02 include:

- traffic management measures in Hemel Hempstead Old Town to address vehicle speeds, congestion and environmental concerns (West Hertfordshire Area Plan);
- re-routing of heavy goods vehicles in Bishop's Stortford to improve air quality and to reduce noise and vibration in the town centre (Eastern Hertfordshire Area Plan);
- consultation by Broxbourne Council on drawing up an action plan for the Air Quality Management Area ratified in October 2001. A real-time air quality monitoring station was installed in the location in Autumn 2001.
- installation of a continuous air quality monitor, and continuous traffic counters (Cambridge Road, Sawbridgeworth) by East Hertfordshire District Council within the AQMA. Data from both sources will be used for the stage 4 review and assessment of air quality.

## **2.9 Public Space**

Transport schemes, especially those in town or village centres, can often provide opportunities to improve existing public spaces, or in some cases to provide new facilities. Such spaces are important in the success of town centre schemes and in helping to ensure continued community involvement.

Transport schemes with public space elements include:

- the permanent Saturday closure of High Street/Market Place in Hitchin to provide a safe and accessible town square (Northern Hertfordshire Area Plan);
- the development of Home Zones in Kings Langley (West Hertfordshire Area Plan);
- the development of facilities in the Central Watford Green Zone to link to the "Café Quarter" (South West Hertfordshire Area Plan);

- High Street reconstruction and pavement works in Potters Bar in conjunction with the Town Centre Group and Potters Bar In Focus Integrated Transport Group (Urban Plans)

## **2.10 Links to Other Issues**

The schemes listed in Sections 2.1 to 2.9 illustrate the links that are being made to issues which are of particular concern to the Government. However, there are many other links which do not fall neatly into any of these categories or which help to deliver other aims. Examples of such schemes include:

- providing easier access to educational facilities at Turnford College through new bus and pedestrian measures (Lea Valley Area Plan);
- joint working with University College London to look at children's health and fitness and the journey to school;
- the development of a theatre-in-education play to improve behaviour on buses;
- the encouragement of sustainable tourism through East of England Tourist Board "Cycling Discovery" leaflets promoting the Great North Cycleway.

### 3. PROGRESS TOWARDS LOCAL OBJECTIVES AND TARGETS

#### 3.1 Performance Indicators

The Local Transport Plan sets out a series of performance indicators and targets against which progress can be measured. Whilst many of the indicators are required under Best Value or for the Environment Department's Charter Mark obligations, a number of new indicators were devised to ensure that all aspects of the Plan are adequately measured.

A full list of indicators is included as Annex A, whilst further background detail is included in an accompanying technical document. Although it is the intention that the indicators are measured year-on-year to show trends, it is recognised that some changes will be required from time-to-time. The changes required this year are covered in Section 3.2. It is hoped, however, that further changes will be kept to a minimum, and will largely result from national requirements or from the addition of new indicators.

#### 3.2 Changes to Indicators and Targets

A number of changes have been made to the bus performance indicators and targets, to reflect both the Government's 10 Year Transport Plan, and the results from consultation on the new Bus and Intalink Strategies. Consultation on the new indicators and revised targets was undertaken with the public and stakeholders, with information also available on the County Council's LTP website.

Six new performance indicators have been created and seven existing indicators have had their targets revised, as detailed in Tables 3.2(1) and 3.2(2) respectively. Current progress against these indicators can be found in Annex A.

**Table 3.2(1) New Performance Indicators**

<b>Indicator</b>	<b>Target</b>
Age of bus fleet	7 years by 2005/06
Percentage of bus services cancelled for reasons within operators control	0.4% by 2005/06
Number of buses with CCTV	All those serving routes with crime and disorder or pupil behaviour problems.
Percentage of rural households within 10 minutes walk of an hourly or better bus service	40% by 2005/06
Percentage of urban households within 5 minute walk of half hourly or better bus service	85% by 2005/06
Percentage of bus stops meeting Disability Discrimination Act standards	75% by 2005/06

**Table 3.2(2) Existing Indicators With Revised Targets**

<b>Indicator</b>	<b>Previous Target</b>	<b>Revised Target</b>
Total number of passenger journeys made annually on local buses within the area of the authority	37.73 million by 2010.	Reverse decline in bus patronage and recover to 2000/01 levels by 2005/06.
Percentage of users satisfied with local provision of passenger transport information	Increase from 40% in 2000/01	50% in 2003/04, 60% in 2006/07 <sup>1</sup>
Percentage of users satisfied with local bus services	Increase from 38% in 2000/01	45% in 2003/04, 50% in 2006/07 <sup>1</sup>
Percentage of services keeping to schedule	-	95% by 2005/06
Percentage of bus fleet meeting Disability Discrimination Act standards	-	70% by 2005/06
Percentage of buses that are low emission	-	75% by 2005/06
Percentage of bus stops with up to date information	>75%	90% by 2005/06

<sup>1</sup> User satisfaction surveys are carried out every three years

A new Best Value performance indicator on the 'Condition of Footways' has been created by the Government, for monitoring in 2002/03. Although there will be no results available for 2001/02, this indicator has been included in Annex A.

### 3.3 Meeting Objectives and Targets

The Local Transport Plan process although still in its early stage, has still progressed the delivery of its programmes in order to meet the objectives and targets as set out in the Local Transport Plan. Details of how the 14 programmes have been progressed can be found in Annex C, but the following highlights some particular successes for 2001/02:

- In terms of safety, and the reduction of accidents and casualties, the lowering of speed limits and the education of drivers and cyclists through training courses could have a significant impact on the success of the safety strategy. Monitoring has shown a slight reduction in the number of vehicles travelling faster than the speed limit in urban areas which is an encouraging start, and that increasing numbers of drivers and child cyclists are undertaking the council's training courses.
- Modal split figures obtained through TravelWise cordons around a number of urban areas in the county show an increase in bus use, and that more people are cycling and walking. This supports the council's objective in raising awareness and encouraging the use of alternative modes of transport.
- Issues such as the severe winter conditions in 2000/01 and the re-defining of some indicators has meant that a few of the monitoring indicators are not currently on

track to meet their targets. This is not expected to be a long-term trend, and the reasons for why indicators are not going to meet their targets are given within the table in Annex A.

*[further text to be included when Annex A is completed]*

### 3.4 Core Performance Indicators

The Government have introduced a set of core performance indicators on which all authorities are expected to report progress. These indicators are shown in Table 3.4(1) below.

**Table 3.4(1) Core Performance Indicators**

<b>Area</b>	<b>Indicator</b>	<b>Progress in 2001/02</b>
<b>Public transport - bus</b>	Number of bus passenger journeys	Not yet available
	Bus passenger satisfaction	38% (2000/01) (user surveys are undertaken every three years)
<b>Cycling</b>	Number of cycling trips	63,200 (1999)
<b>Road safety</b>	Number of deaths and serious injuries (all ages)	894
	Number of children killed and seriously injured	Not yet available
<b>Road maintenance</b>	Road condition	88.59% of principal roads have a residual life of 5 years and over
<b>Light Rail</b>	Light rail passenger journeys	Not applicable
<b>Accessibility</b>	% of rural households <sup>1</sup> within 13 minutes walk of an hourly or better bus service	36%

<sup>1</sup> Rural households are those within settlements of less than 3,000 population.

### **3.5 Road Traffic Reduction Act Targets**

The County Council's approach to setting targets under the Road Traffic Reduction Act remains as described in the July 2000 Local Transport Plan, i.e. modal split targets for each urban area. Further details are contained in the Road Traffic Reduction Act Report which was submitted with the LTP. During 2000/01 modal split targets were set for Potters Bar in conjunction with the development of a local transportation plan, and targets will be set for Hatfield and Welwyn Garden City as part of the development of similar transportation plans for these areas. Detailed information on changes in traffic patterns across the county during 2001 can be found in the Traffic and Transport Data Report 2001 published in July 2002.

## 4. IMPLEMENTATION PROGRAMME

### 4.1 Five Year Implementation Programme

Hertfordshire was awarded £22.583 million for Integrated Transport and Maintenance for the financial year 2001/02 with a DTLR recommended split of £12.5 million and £10.083 million respectively. This was allocated by the County Council to the 14 programmes contained within the Local Transport Plan. However, the condition of the County's roads seriously deteriorated after the adverse weather conditions in Winter 2000/01. The County Council made a bid for additional national funding to restore the condition of the flood damaged roads but this was unsuccessful, and therefore it was agreed to defer £2.5 million from the Integrated Transport programme to address the problem. Table 4.1(1) shows the final allocations made to the 14 programmes for 2001/02.

For the current financial year (2002/03) the County was awarded £23.536 million for Integrated Transport and Maintenance which has been split to the individual programmes as shown in Table 4.1(1). It should be noted that the actual settlement for Integrated Transport is £950,000 greater than the indicative allocation for 2002/03 reported in last year's Annual Progress Report. The indicative allocations available for years 3 to 5 of the Local Transport Plan are also shown, but these are subject to the annual actual settlements.

**Table 4.1(1). Five Year Implementation Programme**

Programme	Allocation (£'000s)				
	01/02	02/03	03/04	04/05	05/06
South West Hertfordshire	1590	1405	1200	700	700
Lea Valley	1455	1620	1635	1370	1295
Mid Hertfordshire	310	1150	1205	1205	1525
Northern Hertfordshire	210	405	500	1700	1150
Eastern Hertfordshire	270	510	500	500	480
West Hertfordshire	295	545	390	550	685
Safety	2230	1625	1555	1540	1705
LEARN	660	610	580	575	640
Rural	200	450	915	900	900
Cycling	540	830	750	905	750
Passenger Transport Infrastructure	1325	2035	1560	1505	1915
Urban Plans	615	945	1310	900	855
<b>Integrated Transport subtotal</b>	<b>9700</b>	<b>12130</b>	<b>12100</b>	<b>12350</b>	<b>12600</b>
Maintenance – Carriageways	10533	8771	7225	7225	7225
Maintenance - Bridges	1950 <sup>1</sup>	1915 <sup>1</sup>	715	715	715
<b>Maintenance subtotal</b>	<b>12483</b>	<b>10686</b>	<b>7940</b>	<b>7940</b>	<b>7940</b>
<b>Baldock Bypass</b>	596 <sup>2</sup>	-	*	*	*
<b>Croxley Rail Link</b>	300	820	*	*	*
<b>TOTAL</b>	<b>23079</b>	<b>23636</b>	<b>20040</b>	<b>20290</b>	<b>20540</b>

<sup>1</sup> £100,000 of the allocated Bridges LTP funding for 2001/02 has been carried over into 2002/03.

<sup>2</sup> The £596,000 allocated to Baldock Bypass was not used, and was returned to DTLR.

\* Figures will be subject to the outcome of the major schemes bids.

## 4.2 The 2001/02 and 2002/03 Implementation Programmes

Table 4.2(1) shows the overall funding for the 14 programmes in 2001/02 including sources other than the LTP i.e. County Council revenue, and 'Other contributions' e.g. County Council capital, private sector and district/borough councils. Further details of these 'Other Contributions' for each of the individual programmes are given in Annex C.

Details for the 2002/03 implementation programme are similarly shown in Table 4.2(2). It should be noted that the 'Other Contributions' for Maintenance comprises £3.5 million from the County Council's capital funds, recognising the importance in restoring the condition of Hertfordshire's roads.

**Table 4.2(1) 2001/02 Implementation Programme**

Programme	£'000s			
	LTP	Revenue	Other Contributions	Total Funding
South West Hertfordshire	1590	340	373	2303
Lea Valley	1455	345	-	1800
Mid Hertfordshire	310	-	88	398
Northern Hertfordshire	210	-	-	210
Eastern Hertfordshire	270	-	85	355
West Hertfordshire	295	-	200	495
Safety	2230	1223	500	3953
LEARN	660	121	118	899
Rural	200	-	-	200
Cycling	540	85	19	644
Passenger Transport Infrastructure	1325	-	2100	3425
Urban Plans	615	-	342	957
<b>Integrated Transport subtotal</b>	<b>9700</b>	<b>2114</b>	<b>3825</b>	<b>15639</b>
Maintenance – carriageways	10533	Not yet available	-	10533
Maintenance – Bridges	1950 <sup>1</sup>	413	-	2363
<b>Maintenance subtotal</b>	<b>12483</b>	<b>413</b>	<b>-</b>	<b>12896</b>
Baldock Bypass	*	-	-	-
Croxley Rail Link	300	-	-	300
<b>TOTAL</b>	<b>22483</b>	<b>2527</b>	<b>3825</b>	<b>28835</b>

<sup>1</sup> £100,000 of the allocated Bridges LTP funding for 2001/02 has been carried over into 2002/03.

\* The £596,000 allocated to Baldock Bypass was not used, and was returned to DTLR.

**Table 4.2(2) 2002/03 Implementation Programme**

<b>Programme</b>	<b>LTP</b>	<b>Revenue</b>	<b>Other Contributions</b>	<b>Total Funding</b>
South West Hertfordshire	1405	-	603	2008
Lea Valley	1620	-	150	1770
Mid Hertfordshire	1150	-	285	1435
Northern Hertfordshire	405	-	122	527
Eastern Hertfordshire	510	-	190	700
West Hertfordshire	545	-	355	900
Safety	1625	1223	-	2848
LEARN	610	125	250	985
Rural	450	-	-	450
Cycling	830	-	80	910
Passenger Transport Infrastructure	2035	-	6600	8635
Urban Plans	945	-	315	1260
<b>Integrated Transport subtotal</b>	<b>12130</b>	<b>1348</b>	<b>8950</b>	<b>22428</b>
Maintenance – carriageways	8771	3197	3500	15468
Maintenance – Bridges	1915 <sup>1</sup>	550	-	2465
<b>Maintenance subtotal</b>	<b>10686</b>	<b>3747</b>	<b>3500</b>	<b>17933</b>
Baldock Bypass	-	-	-	-
Croxley Rail Link	820	-	-	820
<b>TOTAL</b>	<b>23636</b>	<b>5095</b>	<b>12450</b>	<b>41181</b>

<sup>1</sup> £100,000 of the allocated Bridges LTP funding for 2001/02 has been carried over into 2002/03.

### 4.3 Finance Forms

The County Council's bid to DTLR of £1.277 million for refurbishment work to restore the condition of flood damaged roads (as a result of the exceptional weather in the winter of 2000/01) was unsuccessful. Therefore, during the financial year 2001/02, £2.5 million of Integrated Transport funding was reprioritised to Maintenance so that the refurbishment work could be tackled to minimise further deterioration. This reprioritisation of funding has been reflected in Table 4.1(1).

As a result of this shift in funding it meant that a number of schemes within the 14 programmes had to be deferred (see Annex C for details on individual schemes). The Mid Hertfordshire Area Plan was particularly affected and is now approximately one year behind in its development, with all schemes in the Welwyn Hatfield area that were due to be delivered in 2001/02 being deferred.

Two schemes within the South West Hertfordshire Area Plan were delayed to avoid clashes with National Grid major cable installation works.

Progress on partnership schemes with the railway industry was difficult in 2001/02. Also during that financial year the SRA announced new conditions for the Rail Passenger Partnerships scheme. The County Council therefore held discussions with

Railtrack and the train operators to restructure the programme around RPP bids in the future. As a result, a number of passenger transport schemes were delayed. Significant casualty reductions were made in Hertfordshire in 2001, with a decrease in Killed and Seriously Injured casualties and a large decrease in Slight injuries. This has meant that predicted savings in accidents from sites treated in 2001/02 could be in excess of 200.

Copies of the detailed finance forms can be found in Annex J.

#### 4.4 Future ‘Major’ Schemes

This year’s Annual Progress Report has no new bids for Major schemes (i.e. those costing more than £5 million). The current LTP includes two Major schemes; Croxley Rail Link and Baldock Bypass, and it is hoped that the Government will provide funding for both schemes to be progressed within the lifetime of the current LTP. A new programme of Major schemes will therefore need to be set out in the next LTP to be published in July 2005.

The process for developing the Major scheme programme was agreed by the County Council’s Transport Panel in July 2001. A two-stage process will be used to develop the programme. Stage 1 is to identify potential schemes from those already referred to in the County’s Structure Plan and Local Transport Plan, and from an objective assessment of capacity constraints on the principal road network. Stage 2 is to test these potential schemes against local and national objectives and to look at how they can be prioritised to produce a realistic programme for 2006/07 – 2010/11.

The anticipated timetable for developing the Major schemes list is as follows:

May 2002	List of schemes for further investigation agreed
October 2002	Results of further investigation reported to Transport Panel
Nov 2002 – Jan 2003	Consultation with Districts, Strategic and User groups
February 2003	Draft Major Scheme programme for 2006/07-2010/11 agreed by Transport Panel
2003/04	Major scheme list incorporated into overall LTP consultation

#### 4.5 Additional Maintenance Information

To enable DTLR to calculate firm 2003/04 maintenance allocations, the detail for the ‘Additional Information Required for Maintenance’ can be found in Annex D, and includes data on the following:

- Road lengths for principal roads, non principal classified roads and unclassified roads;
- Condition of principal roads, non principal roads classified roads and unclassified roads;
- Numbers of bridges on principal, non principal classified and unclassified routes, and for each category the number in need of assessment for 40 tonne capacity, strengthening for 40 tonne capacity and non-strengthening structural maintenance;
- Latest figures for the outstanding assessment or strengthening work to structure on the primary route network.

## 5. DEVELOPMENT OF LOCAL TRANSPORT PLAN STRATEGY

The table below sets out how the County Council has responded to the comments set out in the LTP decision letter of December 2001. The table is in the standard format required by DTLR.

### 5.1 Improvement Actions

Summary of the comments contained in the December 2001 LTP settlement decision letter, indicating the improvements that we wished to see	Actions taken in response to comments contained in the decision letter (where appropriate, please cross refer to the relevant APR paragraph number)
<p><b>LTP strategies:</b> Full strategies on disability and social inclusion topics to be included in next progress report.</p>	<p>New policies on “Social Inclusion” and “Transport Issues for the Disabled” developed through consultation at LTP conference (November 2001), disability issues group, LTP Strategic, User and District Council groups and consultation with 550 LTP consultees. New policies included in Annex F and Annex G respectively. Further details of the development process are given in Section 5.5.</p>
<p><b>Targets: N/A</b></p>	<p>N/A</p>
<p><b>Finance:</b> Show how the £2.5 million switch to maintenance in 2001/02 will be redressed in due course.</p>	<p>The new Integrated Works Programme will provide a more efficient allocation of funds. In particular it should reduce the maintenance element that often in the past has been funded as part of Integrated Transport schemes. Any transfer of actual funds from Maintenance to Integrated Transport will depend on progress against the relevant targets. In the meantime the County Council is supporting maintenance work from its own funds (£7 million in 2002/03 from capital and revenue).</p>
<p><b>Good practice: N/A</b></p>	<p>N/A</p>
<p><b>Evidence of improvements: N/A</b></p>	<p>N/A</p>
<p><b>Consultation:</b> Report the more local consultations to show how plans are being developed at a grass roots level.</p>	<p>References to individual scheme consultations are given in Annex C.</p>
<p><b>Wider policy issues: N/A</b></p>	<p>N/A</p>
<p><b>Other issues:</b> LTP F4 finance form will need to be fully completed in the next submission. It would be useful to say something about staffing issues. Summarise annexed scheme implementation information in the main report.</p>	<p>Fully completed F4 form included in Annex J.</p> <p>Staffing issues are discussed in Section 6.3.</p> <p>Details included in Section 4.2.</p>

## **5.2 Consultation on the Annual Progress Report**

The development of this Annual Progress Report has drawn on the views of the consultation groups established for the Local Transport Plan:

- The LTP Strategic Group of operators, regulators and funders currently meets three times a year;
- The LTP Users Group representing users of particular modes and general environmental issues meets twice a year;
- The Hertfordshire Technical Chief Officers Association (HTCOA) LTP Group meets three times a year;
- The joint member meeting (i.e. County and District) of the Transport Panel meets three times a year;
- The annual LTP conference was held in November 2001;

In addition, a new meeting of disabled groups was established in 2002, and has so far met twice to discuss transport policy issues.

The new policies in this year's Annual Progress Report (see Section 5.5) were sent out for consultation to 550 organisations on the LTP database. Several new contacts have been added to this database during the last year as a result of feedback from the APR published on the County Council's website or from the postage-paid reply slips included in the summary versions (both standard and large print) available in libraries and other outlets.

All ten district councils in Hertfordshire have commented on how they have been involved in the LTP/APR delivery. These comments have been included as Annex B.

Details of the consultation undertaken within each of the individual programmes can be found in Annex C.

## **5.3 Barriers to Implementing the LTP**

The County Council, as demonstrated in Annex C, has been successful in delivering its transport programme for 2001/02 and preparing for 2002/03 schemes. The increase in the number of schemes, and the continuing commitment to full local involvement has placed enormous strains on staff resources. It has been possible to absorb these strains in the short term, but for the future a new way of working with consultants and contractors has been established (see Section 6.4).

Strains on the highway infrastructure due to flooding and adverse weather conditions have required additional resources to be diverted to carriageway maintenance. As a result it has not been possible to deliver the full Integrated Transport Programme for 2001.02. The maintenance backlog is being partially addressed by an injection of £3.5million from the County Council's capital funds, but it is hoped that DTLR will recognise the problems faced in Hertfordshire by providing more than the minimum levels of indicative allocations for 2003/04 – 2005/06.

It must also be noted that the delivery of the Government's aims for transport in the wider context require adequate levels of revenue funding. Whilst local initiatives such as the development of the new Bus Strategy and the Integrated Transport

Partnership can help to make the best use of existing resources, the overall level of revenue funding remains an issue.

#### **5.4 Requirements for Bus Service Information**

The County's Intalink policy shows how the council has made progress in considering the requirements for bus service information (as set out in sections 139-141 of the Transport Act 2000). The following shows how this has been achieved.

#### **The Intalink Strategy**

Hertfordshire's Intalink Partnership with bus and train operators has made significant progress this year towards adoption of an overall strategy for the provision of passenger information. In a major consultation exercise between November 2001 and February 2002, the public was consulted on the Intalink Strategy document. Over 200 responses were received, and in addition a number of focus groups were convened by MORI to explore the views of different categories of user.

The responses have confirmed that:

- Passenger information remains a high priority for existing and potential users of the network.
- Provision of information at locations where travel choices are made (e.g. the home, the school, the office) is critical. Equally, there is an important reassurance role for passenger information en route.
- Printed information (Area Travel Guides and timetable leaflets) remain the most important medium for dissemination, followed by roadside information at bus stops and bus station systems.
- There is a growing need for real-time information to be provided at a variety of locations, because of service reliability issues.

The consultation has helped to shape the final Intalink Strategy Document, which is due to be adopted by the County Council and the partnership in July 2002. Key elements of the strategy are:

- Commitment to improved protocols for exchange of information between operators and the County Council, (for example TransXchange and the Transport Direct initiative), to speed up production of information for the user. This includes a major redevelopment of the County Council's database, through the LTP programme.
- A shared commitment to printed publications and to the effective distribution of these across the county.
- Further trials of new formats for roadside information at bus stops.
- Expansion of the existing programme of electronic systems to deliver bus station displays, on-street journey planners and internet facilities, including a new Intalink website.

- A new commitment to development of a countywide Automatic Vehicle Location system, which will support real-time passenger information as a second stage of the project. In the mean-time, provision of “Near real-time information” through variable message facilities on existing electronic systems.
- Continued support and local marketing for the national traveline service.
- Establishment of new user groups as a focus for consultation and market testing of new products and initiatives.

The Intalink Strategy will also support a continuing programme of developments in passenger transport information which will be funded from the LTP.

### 5.5 Other Policy Changes

The County Council have developed a number of policy areas which build on those set out in the July 2000 Local Transport Plan. These areas are:

- social inclusion
- transport issues for disabled people
- cycling
- use of bus lanes

A complete review of the ‘Social Inclusion’ and ‘Transport Issues for Disabled People’ policies has been undertaken in response to the comments made in the LTP settlement letter of December 2000. The new policies (set out in Annex F and Annex G respectively) have been developed through workshops held at an LTP conference (November 2001), discussions with the LTP Strategic, User and District groups, and two special meetings of local groups representing the range of disability issues (in March and May 2002).

The changes to cycling and the use of bus lanes refer to individual policy statements (as shown in Annex H). The cycling issue was raised through the Hertfordshire Cycling Forum, whilst the use of bus lanes has resulted from a need for consistency in all future bus priority schemes. The latter was subject to a consultation exercise with interest parties in 2000 and was also considered by the County Council’s scrutiny of Green Route bus priority corridors during 2001.

A consultation document covering all four policy areas was issued to 550 organisations and individuals on the LTP consultation database. The document has also been made available on the County Council’s website. The 62 responses (see also table) received were considered in detail by the Transport Panel on 27 May 2002.

Policy Consultation responses	
District councils	7
Parish councils	14
Organisations	30
Individuals	11

Work has also started on reviewing the Rural strategy. It is envisaged that a new policy will be submitted with the Annual Progress Report in 2003.

## **6. BEST PRACTICE**

### **6.1 Improving, Learning and Disseminating**

The County Council recognises the importance of learning from other local authorities (see Section 6.3 Centre of Excellence) and from other organisations operating within Hertfordshire. The process of regular meetings to share ideas with those representing the 'customers' of transport (the LTP User Group), operators, regulators and funders (the LTP Strategic Group) and district councils is now well established. In addition it is the intention to hold an annual LTP conference where all groups can share ideas on the themes decided by the aforementioned groups. This will build on the success of the conference held in November 2001 which, amongst other things, helped to develop the new policies on social inclusion and transport issues for the disabled (see Section 5.5).

The County Council has a learning culture and is committed to maintaining its position at the forefront of transport strategy development. Officers network through regional topic groups and professional institutions, and with leading consultants who are prepared to trade information in a non-commercial environment. Specialist consultants will continue to be engaged by the County Council to complement and enhance the mainstream skills of the strategic alliance (see Section 6.4).

The County Council has also established a process where particular items can be scrutinised in detail. The Green Route bus priority routes have already looked at, and TravelWise and rural roads are currently being scrutinised. This process complements the system of 'before and after' studies which has been established to monitor all schemes.

Examples of learning within the County include:

- the 'bus summits' between county members and the main bus companies, which were held twice in 2001/02. A third summit to be held in July 2002 will also involve district councils;
- the car parking working group which allows the County and District councils to share experiences on the development of Controlled Parking Zones and decriminalised parking. This group meets twice a year, and will be producing an updated car parking guide during 2002/03.

Examples of learning from other highway authorities include:

- the regional Safer Routes To School group;
- officer representation on the Royal Town Planning Institute transport committee and Home Zone News editorial board;
- representation and secretarial work for regional and national TravelWise organisations;
- officer representation on the School Travel Advisory Group.

Increasingly the County Council is becoming involved in national and European research projects, two examples of which are shown in Section 6.3.

## **6.2 Best Value**

The County Council has a five year programme of Best Value reviews which began in 2000/01. The review carried out to date with the most relevance to the Local Transport Plan is that of Transport Operations. This review was completed in September 2000, resulting in 12 recommendations for improvement, covering areas such as school transport, Dial-a-Ride, publicity and concessionary fares. The subsequent Audit Commission Best Value Inspection in December 2001 rated the service as “Good” with “Promising” prospects for improvement, and the resulting County Council’s improvement action plan is shown in Annex I. The recommendations from the inspector’s report (also listed in Annex I) were accepted by the County Council at the Environment Scrutiny Committee in March 2002.

The County Council is currently involved as a pathfinder authority under the Comprehensive Performance Assessment process.

## **6.3 Centre of Excellence**

The County Council has been awarded Centre of Excellence status for integrated transport planning, with special reference to its work on school and business travel plans. Hertfordshire will be undertaking a series of initiatives to share its good practice and experience in these areas with other local authorities during 2002/03. These include:

- A one-day seminar in July 2002 aimed at Local Authority practitioners and bus operators, focussing on developing the use of buses for school transport by showcasing a new theatre-in-education production;
- Dissemination of outputs of two research projects currently being undertaken:
  - with the University College London to address the health benefits of walking and cycling to school
  - through the EU TAPESTRY programme addressing the effectiveness of the Walk To School Week campaign
- Conference for local authorities in Autumn 2002;
- Continuous access to good practice on travel plans through the Safer Routes to School and Business TravelWise websites;
- Hosting visits for individual authorities;
- Contributing to other conferences or workshops.

## **6.4 Staffing and Resources**

This APR demonstrates that the County Council and its partners have risen to the challenge of delivering the substantial LTP investment programme during 2001/02 despite national skills’ shortages. The County Council’s primary strategy has been to seek efficient use of resources through reviewing its procurement processes and increasing partnership working.

In order to secure a stable supply base Hertfordshire County Council let two new style framework contracts to cover road and structures refurbishment for a two-year period. The contracts are on a “target cost basis” and feature a partnering approach to simplify the supply chain and enable the contractor to contribute to the design.

The County Council is currently finalising the formation of a long- term strategic alliance with term consultant Mouchel TSC and contractor Amey Lafarge to deliver its highway services. The alliance will improve communications, avoid duplication of effort and manage resource demands by sharing offices, planning programmes jointly and removing the need for traditional contract preparation. The strategic alliance, due to commence in October 2002, has been accepted by the Movement for Innovation (M4I) as an organisation demonstration project.

The Adshel agreement and the Intalink partnership are two examples within the passenger transport field where maximum efficiency and effectiveness of resources are being achieved. The Intalink partnership, in particular, pools resources and skills e.g. the County Council provides strategic planning skills, whilst the bus and train companies provide commercial and marketing skills.

The County Council also works in partnership with third parties e.g. District Councils, the passenger transport industry and Hertfordshire GroundWork Trust. It is through these partnerships that the County Council is able to facilitate the development and implementation of parking strategies; town centre enhancements; rail and bus station improvements and cycle routes.

## **7. FUTURE ISSUES**

The County Council has an involvement in a number of other issues that either directly affect transport within the county, or will have an effect in the future. This includes the development of both London Luton and Stansted airports, the effects of the various regional multi modal studies and route management strategies, and developments in the rail industry. The following sections show how these will affect Hertfordshire.

### **7.1 Airports**

The two airports on Hertfordshire's border have again seen substantial passenger growth in the past year. During 2001/02 Stansted handled 14.1 million passengers, an increase of 14.9% on the previous year, and London Luton about 6.7 million.

Both airports have adopted surface access strategies aimed at increasing the proportion of passengers and employees travelling to the airport by means other than the car (see indicators in Annex A for 2001 figures). Stansted Airport continues to encourage alternatives to car commuting with its Travelcard Scheme, support for local passenger transport services and the introduction of a free on site employee bus service using new internal roads. London Luton Airport has enhanced its transport team with the specific intention of moving forward the Airport Surface Access Strategy (ASAS) and achieving the longer term modal split targets which have been set.

London Luton Airport has now published the development brief for capacity sufficient for 10 million passengers a year. At Stansted a planning application has been submitted to raise capacity from 15 to 25 million passengers a year. The proposal includes long term modal split targets for both passengers and employees which will form a part of any permission granted. The application should be determined by Uttlesford District Council in June 2002.

Major new airport developments may be proposed in a Government study (SERAS) to be published probably in June 2002. A Government policy statement regarding the location of new airport capacity is expected in 2003 and could have important implications for Hertfordshire.

Hertfordshire County Council will continue to work through the Airport Transport Forums at both Luton and Stansted to realise the ASAS targets whilst also being involved in considering the implication of any emerging expansion proposals. The County Council will also continue to be involved in the Heathrow Transport Forum with the specific aim of enabling direct connections between Heathrow, Watford, St Albans and Stansted Airport.

### **7.2 Detrunking and Regional Highway Issues**

The trunk road network (including motorways) is currently the responsibility of the Highways Agency. A large part of the non-motorway network in Hertfordshire is due to be detrunked i.e. responsibility for these roads will be passed to the County Council. No roads were detrunked in 2001/02, but discussions with the Highways

Agency are continuing. It is the County Council's role to determine the future needs of these roads, and the bid for non-safety works is set out in the July 2000 Local Transport Plan. The County Council is particularly concerned that funding is made available to provide environmental enhancements to the 6.8km section of the A10 which will be bypassed.

The current timetable is for all non-core routes to be detrunked in late 2002, but this is dependant upon the nature of any representations or objections received. The exception is the detrunking of the A10 which will be detrunked on completion of the Wadesmill Bypass (Spring 2004).

The future development and management of the national trunk road network is currently being assessed through a series of Multi-Modal Studies (MMS) and Route Management Strategies (RMS). The outcomes of these studies will feed into future Local Transport Plans and Regional Transport Strategies, in preparation of the Regional Planning Guidance (to be published July 2004). The studies that affect Hertfordshire are shown in Table 7.2(1).

**Table 7.2(1) MMS and RMS Affecting Hertfordshire.**

Study	Timetable
'Orbit' (M25 corridor) MMS	Due to report September 2002
London – South Midlands MMS	Due to report November 2002
A1 RMS	Final strategy due May 2002
A5 RMS (Dunstable to M1 J18)	Tranche 4
M1 RMS (J1 – J19 incl. M10)	Consultants appointed January 2002
M25 RMS	Tranche 3
M11 RMS (London – Cambridge)	Consultants appointed January 2002

### 7.3 Rail Issues

The County Council has given support to the Strategic Rail Authority in development of a number of initiatives during the past year. These include:

- **West Coast Main Line:** Examination of strategic benefits of providing additional capacity for long distance, local passenger and freight services on the Euston – Rugby section, through membership of the Euston – Northampton Forum Steering Group;
- **West Anglia Route Modernisation:** Identification of key parameters for service development as an input to the Intermediate Route Review and West Anglia Route Modernisation Enhancement project, through participation in stakeholder discussions;
- **Greater Anglia Franchise:** Development of initial principles for this new franchise, through organisation and participation in local authority consultations across the region.

In addition, the following initiatives are actively supported:

- East – West Rail: Support for development of the project through membership of the EWR Consortium and active participation in the Consortium's Development Group and Steering Group;
- Stansted Airport Capacity (Planning application): Strong involvement in pre-application discussions with BAA, leading to formal negotiations on mitigation measures with regard to the impact on local rail services;
- Other Major Rail Schemes: Continuing support for Thameslink 2000, Crossrail and East Coast Route Upgrade.
- Transport Direct: Officer participation in Transport Direct Task Force.

#### **7.4 Car Parking**

Considerable progress has been made in taking forward decriminalised parking in Hertfordshire. The Local Transport Plan reported in July 2000 that Watford had already introduced decriminalised parking, while another four districts were considering the possibility. Since then Three Rivers has introduced a Special Parking Area, whilst two of the other three interested districts are now actively pursuing decriminalisation. In addition, a fifth district is actively seeking the powers for implementation in 2003. Most districts have also reviewed, or are in the processing of reviewing, their on and off street parking strategies. In recognition of the progress made and experiences gained, the county and districts will be updating their car parking guidance document during 2002.