

APPENDIX 1 - BASELINE DATA

Indicator	Source	Target	Previous data (Date)	Most Current data (date)				'Without the Plan' scenario
Condition SSSIs (Sites of Special Scientific Interest)	Quality of Life Report 2017	88% (Target set by the Hertfordshire Environmental Forum (HEF) 2008 (p46))	51.23% favourable, 46.05% unfavourable and recovering (2017)	Countywide <ul style="list-style-type: none"> Countywide - 52.05% favourable, 45.38% unfavourable and recovering (2018) GTP Area <ul style="list-style-type: none"> Bricket Wood Common SSSI – Unfavourable recovering/no change (2010) Croxley Common Moor SSSI – Unfavourable recovering (2011) Moor Mill Quarry West SSSI – Unfavourable no change (2009) Roughdown Common SSSI – Favourable (2009) Whippendell Wood SSSI – Favourable (2010) 				The plan includes schemes to encourage sustainable transport. These schemes will reduce the likelihood of damage from poor air quality and vehicular damage.
Rivers: Number of water bodies ecological status (Colne Catchment)	Environment Agency data for the Colne Catchment	none		Bad	2			The GTP is not expected to affect the ecological status of rivers in the area. However, without the plan, there is likely to be a greater reliance on car travel and more traffic as a result of development, which could affect rivers through urban runoff.
				Poor	4			
				Moderate	20			
Rivers: urban and transport reason for not achieving good status (Colne Catchment)	Environment Agency data for the Colne Catchment	none		Good	0			
				High	0			
				58 out of 227 total				
Number of children killed and seriously injured in road traffic	HCC - Accident Data Team	steady		Child KSI	2015	2016	2017	The plan includes road safety schemes which seek to reduce the risk of people being killed or seriously injured in the area. It is likely more children would
				Three Rivers	1	6	3	
				Dacorum	6	2	6	

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accidents				Watford	1	4	6	be killed or injured without these schemes.
				TOTAL	8	12	15	
Number of people killed or seriously injured on roads in the authority	HCC - Accident Data Team	steady		All KSI	2015	2016	2017	Without the road safety schemes included in the plan it is likely more people would be killed or seriously injured on the areas roads.
				Three Rivers	29	31	31	
				Dacorum	46	62	45	
				Watford	29	34	36	
				TOTAL	104	127	112	
Number of Slight Injuries (all ages)	HCC - Accident Data Team	steady		Slight injuries	2015	2016	2017	Without the road safety schemes included in the plan it is likely more people in the area would be involved in incidents causing slight injuries.
				Three Rivers	253	242	218	
				Dacorum	285	276	291	
				Watford	538	518	509	
				TOTAL	1076	1036	1018	
Children overweight and obese in Reception (age 4-5) for SWH Districts (prevalence)	NCMP (national child measurement programme)	No target set	Reception 12% overweight 7% very overweight Year 6: 15% overweight 14% very overweight (2015/16)	2016/17		Prevalence Reception children overweight or obese (%)		The plan seeks to facilitate sustainable transport in a number of locations. Without this facilitation of sustainable and healthy travel choices the trend of increasing childhood obesity may worsen. This would particularly affect areas where levels of obesity are already above county averages such as Watford.
				Dacorum		21.9%		
				St Albans		16.3%		
				Three Rivers		20.7%		
				Watford		20.4%		

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				Hertfordshire	20.0%	
Children overweight and obese in Year 6 (age 10-11) for SWH Districts (prevalence)	NCMP (national child measurement programme)	None		2016/17	Prevalence Yr 6 children overweight or obese (%)	
				Dacorum	28.2%	
				St Albans	21.2%	
				Three Rivers	29.6	
				Watford	34.8%	
				Hertfordshire	28.9%	
Prevalence of overweight or obese adults in the SWH Districts	Public Health Outcomes Framework 2017	None		2016/17	Prevalence adults overweight or obese (%)	
				Dacorum	61.7%	
				St Albans	49.8%	
				Three Rivers	56.9%	
				Watford	55.4%	
				Hertfordshire	59.7%	
% of All trips (under 3 miles) made by cycling	HCC dashboard	3% (2015/16)	2.7% (2015)	2.2% (2016) (Herts)		A number of cycle route improvements are included in the plan. Without these schemes it is likely the number of people cycling in the area would not increase.
% of all trips (under 1 mile) made by walking	HCC dashboard	64% (2015 - 16)	62.6% (2015)	76.5% (2016) (Herts)		A number of pedestrian route improvements are included in the plan. Without these schemes it is likely the number of people walking in the area

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										would not increase.
Number of Children achieving level 2 of the National Cycle Training (Bikeability)	Sustainable Travel Officer (TARS)	No target set	2289 (2015)	4407 (2016) (Herts)						Without the proposed schemes to improve cycle infrastructure less children may complete level 2 National Cycle Training. This could result in cycling not being seen as a viable alternative in the area.
Number of people achieving level 2 of the National Cycling Training Standards	TARS Sustainable Travel Officer	No target set	2289 (2015)	4536 (2016) (Herts)						Without the creation of new cycle infrastructure in the area it is likely that less people would pursue level 2 National Cycle Training due to inadequate facilities.
Household car ownership in the SWH Districts	Herts County Travel Survey			Cars per household (2015):	0	1	2+	Car ownership is an indication of the scale of the environmental problem faced in Herts. It highlights the need to facilitate behavioural change via schemes such as those proposed in the plan.		
				Dacorum	9%	37%	54%			
				St Albans	10%	44%	46%			
				Three Rivers	11%	39%	50%			
				Watford	15%	41%	44%			
				Hertfordshire	11%	40%	49%			
Main mode for all journeys in	Herts County Travel Survey			2015	Driver	Passenger	Walk	Cycle	Public Trans	Without the GTP, sustainable mode share is expected to remain at a similar level
				Dacor	47%	19%	25%	1%	7%	

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SWH Districts				um						although increasing congestion as a result of new development could prompt some shift to alternative modes. Delivery of GTP measures should help make sustainable modes more attractive and support greater modal shift from cars to walking, cycling and PT.
				St Albans	43%	16%	27%	2%	11%	
				Three Rivers	47%	21%	16%	2%	13%	
				Watford	37%	15%	34%	2%	11%	
				Hertfordshire	46%	18%	23%	2%	10%	
Mode share to work in SWH Districts	Herts County Travel Survey			2015	Driver	Passenger	Walk	Cycle	Public Trans	
				Dacorum	69%	5%	6%	1%	17%	
				St Albans	56%	3%	4%	2%	33%	
				Three Rivers	56%	3%	5%	7%	31%	
				Watford	43%	4%	19%	5%	26%	
				Hertfordshire	59%	4%	7%	3%	26%	
Main mode to school in SWH Districts	Herts County Travel Survey			2015	Walk	Cycle	Public Trans	Car	Without the proposed schemes fewer children may be able to travel to school sustainably. This would result in a decline in local air quality.	
				Dacorum	64%	0%	11%	25%		
				St Albans	52%	7%	7%	33%		
				Three	10%	3%	20%	65%		

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				Rivers					
				Watford	41%	5%	15%	40%	
				Hertfordshire	44%	3%	12%	40%	
Hertfordshire Health Walks - walks led	CMS (Countryside Management Service) (Dashboard PI number is ENV49)	800 (17/18)	1009 (Q1 17/18)	991 (Q3 17/18) (Hertfordshire)					Without the plan's improvements to walking infrastructure there would be more barriers to promoting walking in the area.
% of residents who are concerned about different types of noise in their area.	HEF Quality of Life Report.	No target set	2.6%(2013/14)	2.6%(2013/14) (Hertfordshire)					The plan's work to improve access to sustainable transport will prevent unconstrained traffic growth. Unconstrained traffic growth would have negative impacts on local noise pollution.
Noise complaints received per 1000 population	HEF Quality of Life Report -	National Average 7.5 (date unknown)	5.7 (2013/14)	2013/14		Noise complaints per 1000 population			Noise complaints in Herts remained consistently beneath national average even though construction and development continues. The plan's schemes will help to prevent this number increasing.
				Dacorum		3.1			
				St Albans		4.5			
				Three Rivers		7.6			
				Watford		7.6			
				Hertfordshire		5.7			
Complaints from Aircraft Noise	HCC Dashboard	No target set	Luton: 707 (2013), Stansted: 244 (2014)	Luton: 997 (2014) Stansted: 244 (2015)					No impact expected

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Number of AQMAs in Herts	Defra	No target set	14 HCC, 11 Highways (2015)	2018	Number AQMAs	locations	The plan seeks to implement schemes which will help to combat air pollution in the area. If not addressed, poor air quality can lead to health problems and overall reduced quality of life.
				Dacorum	3	Hemel Hempstead, Apsley, Northchurch	
				St Albans	3	Peahen, Hemel Hempstead Rd, Frogmore	
				Three Rivers	4	Chorleywood, Chandlers Cross, Kings Langley	
				Watford	7	A405/Horseshoe Lane, M1/Meriden, St Albans Rd, Vicarage Rd, Aldenham Rd, Chalk Hill, Pinner Rd	
				Hertfordshire	33	Of which 14 Highways England	
Percentage of all-cause adult mortality attributable to long term exposure to current levels of anthropogenic particulate air pollution	PHOF 2017	No target set	5.6% (2013 - PHOF)	2016	% all-cause adult mortality attributable to long term exposure to current levels of anthropogenic particulate air pollution		The plan seeks to implement schemes which will help to combat air pollution in the area. If not addressed, poor air quality can lead to health problems and overall reduced quality of life. This would particularly affect the quality of life in areas where AQMAs have been declared such as Watford.
				Dacorum	5.4%		
				St Albans	5.6%		
				Three Rivers	5.6%		
				Watford	5.9%		
				East of England	5.4%		
Per capita CO2 emissions in the LA area	HCC Dashboard http://statint.hertsc.gov.uk	1.35 (2015/16)	2.3 (2012)	2014	Per Capita CO2 emissions (tonnes)		CO2 emissions cause environmental damage and impact upon climate change. The county could experience
				Dacorum	4.8		
				St Albans	6.5		

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(in tonnes)	/infostore/1/env.html			<table border="1"> <tr> <td>Three Rivers</td> <td>6.7</td> </tr> <tr> <td>Watford</td> <td>4.3</td> </tr> <tr> <td>Hertfordshire</td> <td>5.7</td> </tr> </table>	Three Rivers	6.7	Watford	4.3	Hertfordshire	5.7	more flooding incidents on local roads without schemes that encourage sustainable transport.
Three Rivers	6.7										
Watford	4.3										
Hertfordshire	5.7										
% of Schools with Travel Plans	Sustainable Modes of Travel Strategy (SMoTS) 2015	83% of all schools	82% (2011 - 12)	82% (2014) (Hertfordshire)	A lack of safe and sustainable travel infrastructure may deter schools from creating travel plans. This would result in a decline in local air quality.						
Congestion - average journey time per mile during the morning peak	TTDR 17	2.8 minutes per mile (2015-16)	2.82 minutes per mile (2012-13)	2.58 minutes per mile (2015) (Hertfordshire)	More congestion may ensue without the plan leading to increases in emissions which affect the quality of life for residents in the area.						
Area of Greenfield land lost other than to development that accords with development plans	HCC Dashboard http://statint.hertsc.gov.uk/infostore/1/env.html	No target set	51.16 (2015-16)	35.09 (2016-17) (Hertfordshire)	The plan does not encourage significant amounts of new road building which would result in loss of species, habitats and ecosystems.						
Percentage of New Homes built on previously	HCC Dashboard http://statint.hertsc.gov.uk	No target set	75.82 (2014-15)	78.09% (2015-16) (Hertfordshire)	The plan will help to encourage sustainable transport where any development does increase.						

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developed land	/infostore/1/env.html				
% of Rural Land in Hertfordshire	DEFRA/ONS classification, HertsLIS (for the land percentage)	No target set	Rural land %: 6.7% (date unknown) Residential population: 131180 (date unknown)	Rural land percentage: 6.7% (2011) Residential population: 128,584 (2011)	
% of bus users satisfied with local provision of passenger transport information	Dashboard and updated LTP3 PI data from Paul Bush, Intelligence Officer	85% (2015-16)	60% (2012-13)	60% (2012-13) (Hertfordshire)	Improvements to passenger transport infrastructure are included as part of the plan. Without improvements to passenger transport information less people will see passenger transport as a viable convenient alternative to the car.
Bus Services running on time	Dashboard and updated LTP3 PI data from Paul Bush, Intelligence Officer	90% (2015-16)	91.6% (2014-15)	90.03% (2015-16) (Hertfordshire)	Bus route improvements are included as part of the plan. These will help to keep buses running to schedule. Without improvements to bus routes more buses are likely to be late.

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Number of Bus Passenger journeys (boardings) per year (millions)	HCC Dashboard http://statint.hertsc.gov.uk/infostore/1/ev.html	36 million (2015/16)	34.67 million (2014 -15)	37.9 million (2015-16) (Hertfordshire)	Improvements to bus routes and bus infrastructure in the area are likely to encourage bus travel. Without any additional measures to encourage bus travel it is likely car dependency will continue.
% of bus users satisfied with the provision of passenger transport services.	Hertfordshire County Council Environment Survey 2014 p.57	80% (2012-13)	73% (2012-13)	63% (2014-15) (Hertfordshire)	The plan seeks to improve bus routes and supporting infrastructure in a number of locations. Without these improvements bus user satisfaction may decrease further.
Active Enterprises in Hertfordshire	Herts Insight	No target set	64080 (2015)	<ul style="list-style-type: none"> Hertfordshire: 70500 (2016) St Albans: 10495 (2016) Dacorum: 8815 (2016) Three Rivers: 5920 (2016) Watford: 5450 (2016) 	
GVA per Head		No target set	£29,035 (2015)	£30,564 (2016) (Hertfordshire)	
Principle Road	TAMP Asset Performance	No more than 6 (2015-	4% (2013-14)	4% (2013-14) (Hertfordshire)	The plan seeks to help facilitate modal shift to

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Condition - % of the network with negative residual life (where maintenance should be considered)	Report APR 2015 (created April 2016)	16)			sustainable forms of transport. Without measures to encourage modal shift car use will remain high. This will likely deteriorate principle roads further leading to a greater number of accidents, greater congestion and damage to vehicles.
Non Principle Classified Road Condition % where structural maintenance should be considered	TAMP Asset Performance Report APR 2015 (created April 2016)	No more than 9 (2015-16)	14% (2013-14)	8% (2014-15) (Hertfordshire)	The plan seeks to help facilitate modal shift to sustainable forms of transport. Without measures to encourage modal shift car use will remain high. This will likely deteriorate non principle roads further leading to a greater number of accidents, greater congestion and damage to vehicles.
Unclassified Road Condition - % where structural maintenance should be considered.	TAMP Asset Performance Report APR 2015 p.22 (created April 2016)	No more than 13 (2015-16)	17% (2013-14)	19% (2014-15) (Hertfordshire)	The plan seeks to help facilitate modal shift to sustainable forms of transport. Without measures to encourage modal shift car use will remain high. This will likely deteriorate unclassified roads further leading to a greater number of accidents, greater congestion and damage to vehicles.

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Conditions of Footways - % where maintenance should be considered	Highway Panel Paper April 2015	26% (2015/16)	26%(2010), 47.3% (2012)	Surveys completed to date 78% were category 1: "As New", 14 % were category 2: "Aesthetically Impaired", 8% were category 3: "Functionally Impaired" and 1% were category 4: "Structurally Unsound" (April 2015)		Without the plan's proposed footway improvements there may be less people utilising the footpaths. There would also be a higher risk of accidents.
% of the total length of footpaths and other Rights of Way that were easy to use by members of the public	HCC Dashboard indicator EN53	78%	72% (2015/16)	67% (2016/17) (Hertfordshire)		A lack of pedestrian crossing improvements would further reduce the public's access to footpaths and other Rights of Way.
Waste produced per capita in SWH local authorities	Herts Insight			2015/16	Household waste per capita (Kg)	The GTP is not expected to affect levels of household waste produced. There is not expected to be any difference to waste produced under a 'without plan' scenario.
				Dacorum	367	
				St Albans	354	
				Three Rivers	374	
				Watford	342	
				Hertfordshire	422	
Percentage recycling rate in SWH local authorities	Herts Insight			2015/16	Household waste reused, recycled or composted %	The GTP is not expected to affect levels of recycling. There is not expected to be any difference to recycling rates under a 'without plan' scenario.
				Dacorum	49.1%	
				St Albans	52.2%	
				Three Rivers	59.4	
				Watford	40.1%	
				Hertfordshire	50.4%	

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Number of Scheduled Monuments	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	No previous data	<ul style="list-style-type: none"> Countywide: 180 GTP Area: 35 	There would be more damage to scheduled monuments by road building.
Number of registered Parks and Gardens	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	No previous data	<ul style="list-style-type: none"> Countywide: 46 GTP Area: 8 	There would be more damage to registered parks and gardens by road building.
Number of listed buildings	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	8172	<ul style="list-style-type: none"> Countywide: 8188 GTP Area: 1156 	There would be more damage to listed buildings by road building.

Environmental Issues for GTP Area

- There are a number of SSSI's in the area. The condition of these SSSI's is generally favourable or unfavourable recovering but there are several SSSI's in unfavourable condition which are not improving. These are Bricket Wood Common SSSI and Moor Mill Quarry West SSSI. The lack of improvement in these SSSI's is an environmental issue in the area.

- The number of children killed or seriously injured in road traffic accidents and the total number of people killed or seriously injured in road traffic accidents have both increased on a countywide level. Both of these now exceed the county wide targets suggesting this is an issue for all regions in Hertfordshire.
- The percentage of all trips under 3 miles has decreased to 2.2% from 2.7% on a countywide scale. The low prevalence of cycling means that encouraging cycling is an issue for all regions in Hertfordshire.
- The percentage of the total length of footpaths and other Rights of Way that were easy to use by members of the public has decreased to 67% from 72% and is under the target of 78%. As a countywide target this means access to Rights of Way is an issue for all areas.
- The countywide target on AQMA's has now been exceeded with 19 HCC AQMA's and 14 Highways England. A number of these are within the GTP area therefore air quality is an environmental issue. Particular concern should be noted for any schemes in Watford where 7 AQMA's exist.
- Per Capita CO2 emissions are above the county target. Therefore CO2 emissions are an environmental concern for all regions in Hertfordshire.
- The percentage of bus users satisfied with the provision of passenger transport services remains significantly below the county targets. Improving the provision of passenger transport remains an issue for all regions in Hertfordshire.
- There are 35 scheduled monuments, 8 registered parks and gardens and 1156 listed buildings in the GTP area. Preservation of these is an issue for consideration.