

APPENDIX 3a – BASELINE DATA

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Condition SSSIs (Sites of Special Scientific Interest) See map 9 in App. 3b	Quality of Life Report 2017	88% (Target set by the Hertfordshire Environmental Forum (HEF) 2008 (p46))	51.18% favourable, 46.0% unfavourable but recovering condition (2013) 51.23% favourable, 46.05% unfavourable and recovering (2017)	52.05% favourable, 45.38% unfavourable and recovering (2018)	Terrestrial grassland and woodland habitats are affected by challenges including encroachment by invasive plants, and damage by vehicles. Unlimited traffic growth would also result in damage to the SSSIs.
Presence of Water Voles in Monitored Site	Hertfordshire Environmental Forum Quality of Life Report 2014	No target set	30% (2013)	No recent data	The rivers Mimram, Purwell, Lea, Rhee, Chess and Fray remain as strongholds for supporting important populations. Mink control is still being undertaken as a necessary component of Water vole conservation. In 2013, as in 2012, about 30 mink were caught and killed.
Sightings of Hares	Ecology Advice team		Monthly average maximum hare sightings March to May 2014: 7 sightings	Monthly average maximum hare sightings March to May 2017: 20 sightings	There will be fewer hare sightings, with an increase in vehicles.
Number of children killed and seriously injured in road traffic accidents	HCC Dashboard http://statint.hertsc.gov.uk/infostore/1/env.html	No more than 42 (2015-16)	27 (2015/16) (Q3 Rolling year) 41 10/15 to 09/16	44 (Q1 17/18)	School safety programme as well as the overall LTP road safety strategy seeks to reduce the numbers killed or seriously injured and it is likely more children would be killed or injured without these plans.

APPENDIX 3a – BASELINE DATA

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Number of people killed or seriously injured on roads in the authority	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	413 (The target is steady)	382 (2015/16 (Q3 Rolling year) 404 2016 (Rolling Year)	460 (Q1 17/18)	Without educational as well as infrastructure measures it is likely more people will be killed or seriously injured on the roads.
Number of Slight Injuries (all ages)	Herts Infostore, Env Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	Slight Casualties 3543	3091 (2015/16 Q3) 3096 (2016/17 Q3)	2882 (Q1 17/18)	Without educational as well as infrastructure measures it is likely more people will be involved in incidents causing slight injuries.
% of All trips (under 3 miles) made by cycling See map 5 for Herts cycle network in App.3b	HCC dashboard	3% (2015/16)	2.2% (2015)	2.2% (2016)	Cycling initiatives are detailed in the Active Travel Strategy, this will be updated for 2018. Without the plan the number of trips is likely to be reduced.
% of all trips (under 1 mile) made by walking	HCC dashboard	64% (2015 - 16)	76.6% (2015)	76.5% (2016)	Walking initiatives are detailed in the LTP Active Travel Strategy; this will be updated in 2018. Without the plan the number of trips is likely to be reduced.
Childhood Obesity reception age and year 6	NCMP (national child measurement programme)	No target set	<u>Reception:</u> 12% overweight 7% very overweight <u>Year 6:</u> 15% overweight 14% very overweight (2015/16) <u>Reception:</u> 12% overweight 8% very overweight <u>Year 6:</u>	<u>Reception:</u> 12% overweight, 8% very overweight <u>Year 6:</u> 13% overweight, 16% very overweight (2016/17)	Without the promotion and step change in more sustainable and healthy travel choices more children will become 'very overweight'. The trend towards being <i>very overweight</i> in reception age and year 6 children appears to be worsening.

APPENDIX 3a – BASELINE DATA

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			13% overweight 16% very overweight (2016/17)		
Number of people achieving level 2 of the National Cycling Training Standards	TARS Sustainable Travel Officer	No target set	2289 (2015)	4536 (2016)	Cycle training gives people greater confidence to make more of their journeys by bicycle which has health and environmental benefits. (This is an action in the LTP Active Travel Strategy)
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)	Un-maintained footways likely to lead to greater number of accidents, reduced numbers of people walking and using footways. Also greater financial liability to the council.
% of the total length of footpaths and other Rights of Way that were easy to use by members of the public See also map 7 in App. 3b	HCC Dashboard indicator EN53	78%	72 (2015/16)	67% 2016/2017	A lack of support to strategic footpaths within the Rights of Way network could result in a number of social barriers and more obesity/ less healthier people.

APPENDIX 3a – BASELINE DATA

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Hertfordshire Health Walks - walks led	CMS (Countryside Management Service) (Dashboard PI number is ENV49)	665 (16/17) 800 (17/18)	755 Q1 for 16/17	991 (Q3 17/18)	Less encouragement of walking as described in the LTP Active Travel Strategy will lead to worsening human health.
% 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)	No promotion of 'reduced noise' road surfaces. Ambient road noise would increase with unconstrained traffic growth, new road building etc.
Noise complaints received per 1000 population	HEF Quality of Life Report -	National Average 7.5 (date unknown)	5.7 (2013/14)	5.7 (2013/14)	Noise complaints in Herts remained consistently beneath national average even though construction and development continues. The majority of noise complaints are domestic noise complaints. Commercial and leisure noise is the 2nd highest source-Without limitation measures these would increase.
Complaints from Aircraft Noise	HCC Dashboard	No target set	Luton: 707 (2013), Stansted: 244 (2014)	Luton 997 (2014), Stansted: 244 (2015)	This 'noise' is referred to as 'vehicle and machinery noise' in the Quality of Life Report.
Number of AQMAs in Herts See map 1 in App. 3b	Defra	No target set	14 HCC, 11 Highways (2015)	19 HCC and 14 Highways England (2017)	AQMA's are a way of monitoring air quality and implementing action plans to combat air pollution which can lead to health problems and overall reduced quality of life. Without sustainable transport measures, the number of AQMAs will rise in the county.

APPENDIX 3a – BASELINE DATA

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Annual mean nitrogen dioxide levels close to busy roads	HEF Quality of Life Report	< 40µg/m ³	35µg/m ³ / 2012 38µg/m ³ / 2014	31 µg/m ³ / 2015	Nitrogen Dioxide emissions from vehicles reduce air quality affecting the health of residents. Without the County Council working jointly with the District/Borough council's air quality would worsen even more than currently across the county and particularly on congested roads where AQMAs are declared.
Percentage of all-cause adult mortality attributable to long term exposure to current levels of anthropogenic particulate air pollution See map 6 in App 3b	PHOF 2017	No target set	5.6%/2013 (PHOF) 5.1%/2015 (figures for East of England) There are now individual figures for the districts.	<ul style="list-style-type: none"> • East of England - 5.1% (2015) • St Albans – 5.1% (2015) • Welwyn Hatfield – 5.0% (2015) • Hertsmere – 5.1% (2015) 	Nitrogen Dioxide emissions from vehicles reduce air quality affecting the health of residents. Without the County Council working jointly with the District/Borough council's air quality would worsen across the county and particularly on congested roads where AQMAs are declared.
Per capita CO2 emissions in the LA area (in tonnes)	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	1.35 /2015/16	2.3 /2012	2.3 /2013	CO2 emissions cause environmental damage and impact upon climate change. The county could experience more flooding incidents on local roads.
Children travelling to school. Mode share of sustainable school journeys	Traffic and Transport Data Report (TTDR) 2016 p.50	Age 5-10 63%, age 11-16 78% (2015)	Age 5-10 59%, age 11-16 74% (2014) Age 5 – 10 69%, age 11-16 79% (2015/16)	Age 5 – 10: 70% Age 11 – 16: 77% (2016/17)	No Travel Planning could result in more children being driven to school, which would result in a decline in local air quality.
% of Schools with Travel Plans	Sustainable Modes of Travel Strategy (SMoTS) 2015	83% of all schools	82% (2011 -12)	82% (2014)	No School Travel Plans could result in more children being driven to school, which would result in a decline in local air quality.

APPENDIX 3a – BASELINE DATA

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Number of Children achieving level 2 of the National Cycle Training (Bikeability)	Sustainable Travel Officer (TARS)	No target set	2289 (2015)	4407 (2016)	Cycle training in schools gives children confidence to take more journeys by bicycle. It reduces accidents and instils sustainable transport as a viable alternative to driving in the future.
Car Ownership in Hertfordshire (Cars per Household)	County Travel Survey 2015 p.23	1.16 (England), 1.40/ (2012 County Travel Survey)	1.38 (2011)	1.53 (2015)	Car ownership is a sign of growing wealth. It is also an indication of the scale of the environmental problem faced in Herts and the need to enact behavioural change to get people to travel by alternative sustainable means of transport.
Congestion - average journey time per mile during the morning peak See map 2 in App. 3b	TTDR 17	2.8 minutes per mile (2015-16)	2.82 minutes per mile / 2012 -13	2.58 minutes per mile (2015)	Congestion increases toxic emissions, leads to lost productive time as well as affecting the quality of life of residents and those travelling on the network.
Area of Greenfield land lost other than to development that accords with development plans	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	No target set	40.17 (2014-15) 51.16 (2015/16)	35.09 (2016/17)	Unrestricted new road builds would result in loss of species, habitats and ecosystems.
Percentage of New Homes built on previously developed land	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	No target set	75.82% (2014-15) 83% (2015/16)	78.09% (2015/16)	Given that LPA's must meet their objectively assessed needs, this figure will decrease as available land decreases. The plan will encourage sustainable transport where development increases.
% of Rural Land in Hertfordshire	DEFRA/ONS classification, HertsLIS (for the land percentage)	No target set	67.7% / date unknown (rural land), 131180/ date unknown (residential population)	6.7% (2011 - rural land percentage), 128,584 (2011 - residential population)	Most villages are no more than 5 miles from a town which creates complex journey patterns with network services following a north-south direction to London and poor east-west links. (11.5% of total population).

APPENDIX 3a – BASELINE DATA

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% 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)	Without the provision of suitable 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)	Keeping buses running to schedule requires positive action by bus companies to ensure drivers do not dwell at stops and maintain consistency. Without positive emphasis on keeping to schedules more buses are likely to be late.
Number of Bus Passenger journeys (boardings) per year (millions)	HCC Dashboard http://statint.hertsc.gov.uk/infostore/1/env.html	36 million (2015/16)	34.67 (2014 -15)	37.9 million 2015-16	Measures such as the Intalink partnership service seek to increase passenger journeys by bus. Providing a basic bus service without any additional measures to encourage bus travel is likely to lead to more travel by car.
% 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)	The Bus strategy seeks to increase bus usage and issues around concessionary fares as well as condition of buses are considered in collaboration with the bus companies. User satisfaction is likely to decrease if public perception is not measured and assessed.

APPENDIX 3a – BASELINE DATA

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Active Enterprises in Hertfordshire	https://www.hertfordshire.gov.uk/microsites/herts-insight/topics/economy-work-and-education.aspx	No target set	60980 (2014) 64080 (2015)	<ul style="list-style-type: none"> • Hertfordshire: 70500 • St Albans: 10495 • Welwyn Hatfield: 5580 • Hertsmere: 8710 (2016) 	Larger business could relocate outside of the county if road conditions worsen.
GVA per Head	https://www.hertfordshire.gov.uk/microsites/herts-insight/topics/economy-work-and-education.aspx	No target set	£26,664 (2013) £29,035 (2015)	£30,564 (2016)	GVA per head could reduce if the economy and/or local business is negatively affected by worsening network conditions.
Principle Road Condition - % of the network with negative residual life (where maintenance should be considered)	TAMP Asset Performance Report APR 2015 (created April 2016)	No more than 6 (2015-16)	4% (2013-14)	4% (2013-14)	Reduced quality of Principle roads likely to lead to 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)	Reduced structural quality of non-principle classified roads likely to lead to greater number of accidents, greater congestion and damage to vehicles.

APPENDIX 3a – BASELINE DATA

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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)	A core part of HCC's strategy is to carry out low cost, high benefit preventative works, typically on 'Amber' roads, to maintain them in a reasonable condition. Reduced structural quality of unclassified roads likely to lead to greater number of accidents, greater congestion and damage to vehicles.
Herts Waste Partnership overall recycling rate	HWP Annual Report 2015-2016	No target set	246202 tonnes (2014/15) 247284 tonnes (2015/16)	258218 tonnes (2016/17)	Less construction waste would be recycled.
Number of Scheduled Monuments	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	No previous data	180	Existing monuments could be subject to serious amounts of damage with increased pollution, and vibrations.
Number of registered Parks and Gardens	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	No previous data	46	With unlimited road building this could lead to the loss of parks and gardens, and negative impacts from increased pollution.
Number of listed buildings See map 4 in App 3b	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	8172	8188	There would be more damage to listed buildings by road building, and higher levels of pollution and vibrations.
Number of Heritage Assets on the Heritage at Risk Register	Historic England Heritage at Risk Register	No target set	-	17 (2017)	Unlimited development and road building could increase the number of heritage assets on the 'At Risk Register'.

APPENDIX 3a – BASELINE DATA

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Flood incidents on local network See map 3 in App.3b	Highways	No target set	Data not available		There would be more flooding incidents on the county's roads.
Number of all Hate Crime Reports in Hertfordshire	Draft Herts Hate Crime Strategy 2017-20 (Police and Crime Commissioner for Herts)	No target set	1211 (2013/14) 1533 (2014/15)	1597 (2015/16)	LTP4 promotes the use of more sustainable modes, which could result in more opportunities for Hate Crime with more people in the public realm, but without this promotion it is likely that Hate Crime reports would still increase as shown by the trends in historic data.
% of new developments within 30 minutes by passenger transport of key services	TRACC (Strategic Planning, Information & Monitoring Team)	90%	96.06 (2012/13) 93.12 (2013/14) 90.7 (2014/15) 89.47 (2015/16)	94.41 (2016/17)	New developments would see more congestion with high car ownership and street parking.
% of passengers travelling to airports by non-car modes	London Luton Airport and Stansted Airport Surface Access Strategies	-	<u>Luton</u> 44.7% (2009) 46.8% (2008) <u>Stansted</u> 51.8% (2013) 50.9% (2012)	<u>Luton</u> 49.1% (2010) <u>Stansted</u> 50.4% (2014)	Without any joint working with HCC and the airports more people would drive to the airports causing local congestion at all times of the day.
% of employees travelling to airports by non-car modes	London Luton Airport and Stansted Airport Surface Access Strategies	-	<u>Luton</u> 18.4% (2008) <u>Stansted</u> 23% (2011) 21.9% (2009)	<u>Luton</u> 22.1% (2010) <u>Stansted</u> 25.5% (2013)	Without any joint working with HCC and the airports more people would drive to the airports causing local congestion at all times of the day.
Numbers of ULEVs registered in Hertfordshire	Traffic and Transport Data Report	-	-	1984 plug in vehicles	LTP4 will have a technical paper which will set out how HCC will support and encourage uptake of ULEVs, without this Plan uptake of ULEVS could be slower.