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 https://designatedsites.naturalengland.org.uk/	88% (Target set by the Hertfordshire Environmental Forum (HEF) 2008 (p46))	Countywide - 51.23% favourable, 46.05% unfavourable and recovering (2017)	Countywide • Countywide - 52.05% favourable, 45.38% unfavourable and recovering (2018) GTP Area • Five of the six SSSI units were assessed in 2012 to be in an Unfavourable • Ashwell Springs – Favourable (2011) • Blagrove Common – Favourable and Unfavourable (2010) • Knebworth Woods – Unfavourable and recovering (2017)	The plan includes schemes to encourage sustainable transport. These schemes will reduce the likelihood of damage from poor air quality and vehicular damage.
Presence of Water Voles in Monitored Site	Mammal-atlas.hnhs.org	No target set	30% (2013) (Quality of Life Reports)	North Herts – 1 sighting (Great Wymondly) (2015/19)	The rivers Mimram and Lea remain 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 in the county.
Sightings of Hares	Mammal-atlas.hnhs.org	No target set	Monthly average maximum hare sightings March to May 2014: 7 sightings 2017: 20 sightings	Countywide – 176 sightings (2015/19) North Herts & Stevenage – 48 sightings (2015/19)	There will be fewer hare sightings.

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Number of children killed and seriously injured in road traffic accidents	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	No more than 42 (2015-16)	41 (10/15 to 09/16) 44 (Q1 17/18)	North Herts – 58 (2018) Stevenage – 20 (2018)	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 be killed or injured without these schemes.
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)	404 (Q3 15/16) 460 (Q1 17/18)	Countywide – 444 (2018/19)	Without the road safety schemes included in the plan it is likely more people would be killed or seriously injured on the areas roads.
Number of Slight Injuries (all ages)	Herts Infostore, Env Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	Slight Casualties 3543	3192 (Q3 16/17) 2882 (Q1 17/18)	North Herts – 231 (2018) Stevenage – 152 (2018)	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.
% of All trips (under 3 miles) made by cycling	HCC dashboard	3% (2015/16)	2.7% (2015) 2.2% (2016)	No recent data	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)	No recent data	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

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
					would not increase.
Childhood Obesity reception age and year 6	NCMP (national child measurement programme) England tables	No target set	Reception 12% overweight 7% very overweight Year 6: 15% overweight 14% very overweight (2015/16) • Countywide - Reception: 12% overweight, 8% very overweight. Year 6: 13% overweight, 16% very overweight (2016/17).	2018/19 Countywide: Reception: overweight 12%, Obese 9% Year 6: overweight 13%, Obese 18% North Herts: Reception: overweight 11%, obese 8% Year 6: overweight 11%, obese 15% Stevenage: Reception: overweight 13%, obese 11% Year 6: overweight 15%, obese 23%	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 Hertsmere.
Number of people achieving level 2 of the National Cycling Training Standards	TARS Sustainable Travel Officer	No target set	2289 (2015) 4536 (2016)	North Herts: 880 (2018/19) Stevenage: 338 (2018/19)	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.

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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)	The data collection method has been changed, the County Council is awaiting 2 complete data collection cycles to check that the new method is stable and reliable.	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)	57.2% (2017/18)	A lack of pedestrian crossing improvements would further reduce the public's access to footpaths and other Rights of Way.

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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)	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)	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)	5.7 (2013/14)	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.
Complaints from Aircraft Noise	HCC Dashboard	No target set	Stansted: 244 (2014) Luton: 997 (2014) Stansted: 244 (2015)	Luton: 2793 (2019) Stansted: 2555 (2019)	

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Number of AQMAs in Herts	Defra	No target set	14 HCC, 11 Highways England (2015) Countywide: 19 HCC and 14 Highways England (2017)	Countywide: 19 HCC and 13 Highways England (2018) • North Herts: 2 HCC • Stevenage: 0	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.
Annual mean nitrogen dioxide levels close to busy roads	HEF Quality of Life Report	< 40µg/m³	35µg/m³ (2012) 38µg/m³ (2014)	31 µg/m³ (2015)	The plan seeks to implement schemes which will help to combat air pollution. 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 Hertsmere.
Percentage of all-cause adult mortality attributable to long term exposure to current levels of anthropogenic particulate air pollution	PHOF 2017	No target set	Herts: 5.6% (2013 -PHOF) East of England - 5.1% (2015)	North Herts: 5.6% (2017)	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 Hertsmere.

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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 without schemes that encourage sustainable transport.
Children travelling to school. Mode share of sustainable school journeys	Traffic and Transport Data Report (TTDR) 2017 p.46	Age 5-10 63%, age 11-16 78% (2015)	Age 5 – 10: 69%, age 11-16: 79% (2015/16) Age 5 – 10: 70% (2016/17) Age 11 – 16: 77% (2016/17)	(2017/18) Age 5 – 10: 68% Age 11 – 16: 70%	Without the proposed schemes fewer children may be able to travel to school sustainably. This 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)	60% (2017)	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.
Number of Children achieving level 2 of the National Cycle Training (Bikeability)	Sustainable Travel Officer (TARS)	No target set	2289 (2015)	4407 (2016)	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.

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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)	)2018) North Herts – 1.8% Stevenage – 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.
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)	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.hertscc.gov.uk/infostore/1/env.html	No target set	51.16 (2015-16) 35.09 (2016-17)	42.86 (2017/18)	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 developed land	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	No target set	75.82 (2014/15) 78.09% (2015/16)	77.89% (2017/18)	The plan will help to encourage sustainable transport where any development does increase.

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
% 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	85% (2015-16)	60% (2012-13)	60% (2012-13)	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	90% (2015-16)	91.6% (2014/15) 90.03% (2015/16)	78.7% (2019)	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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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Number of Bus Passenger journeys (boardings) per year (millions)	HCC Dashboard http://statint.hertscc.gov.uk/infostore/1/env.html	36 million (2015/16)	34.67 million (2014 -15) 37.9 million (2015-16)	31.2million (2016/17)	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)	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	https://www.hertfordshire.gov.uk/microsites/herts-insight/topics/economy-work-and-education.aspx	No target set	64080 (2015) Hertfordshire: 70500 (2016)	(2017) Hertfordshire – 73750 North Herts – 7085 Stevenage - 3425	
GVA per Head	https://www.hertfordshire.gov.uk/microsites/herts-insight/topics/economy-work-and-education.aspx	No target set	£29,035 (2015)	£30,564 (2016)	

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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) 3% (2017/18)	4% (2013-14)	2% (2017/18)	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 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) 6% (2017/18)	14% (2013-14) 8% (2014-15)	5% (2017/18)	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) 15% (2017/18)	17% (2013-14) 19% (2014-15)	10% (2017/18)	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

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
					congestion and damage to vehicles.
Herts Waste Partnership overall recycling rate	HWP Annual Report 2016-2017	No target set	247284 tonnes (2015–2016) 258218 tonnes (2016-2017)	513,000 tonnes (2017/18)	
Number of Scheduled Monuments	Historic Environment Record, Natural, Historic & built Environment Advisory team	No target set	No previous data	• Countywide: 183	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	• Countywide: 46	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	• Countywide: 8188	There would be more damage to listed buildings by road building.

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Percentage of sustainable mode share for Hertfordshire residents		For the % of sustainable modes to increase year on year		40% (CTS 2018)	
Percentage of new developments within 30 minutes by public transport of key services		90% (steady state)		93.59% (2017/18)	
Percentage of passengers travelling to airports by non-car modes (Luton and Stanstead)		Luton: More passengers to use sustainable transport to reduce CO2 emissions. Stanstead: The aim is to increase the percentage journeys made by public transport.		Luton: 33% (2018) Stanstead: 50.6% (2018)	

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Percentage of employees travelling to airports by non-car modes (Luton and Stanstead)		Luton: An increase in employees travelling to work by non-car modes Stanstead: The aim is to increase the percentage journeys made by public transport which reduces congestion on the local highway network and environmental impacts on the surrounding areas.		Luton: 32% (2018) Stanstead: 2019 data Autumn 2019 (staff mode share data is collected every 2 years)	
Journey tune reliability in Hertfordshire		Decrease in figure		258	

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Percentage of compliance of speed limits		83% (2020/21) 84% (2025/26) 85% (2030/31)		81%*	
Number of ULEV vehicles registered in Hertfordshire		Increase in numbers		4631 (2018)	
Overall roads condition index for Hertfordshire's roads		Steady State targets A Rds: 10.4		A rds: 4.49 ACI (2018/19) B, C & U Rds: 8.97 ACI (2018/19)	
Income deprivation affecting children index	HertsLis https://reports.instantatlas.com/report/view/7f0da506e64047899aa449fc5613d82a/E10000015#	-	127 (2015)	126 (2019)	
Income deprivation affecting older people	HertsLis https://reports.instantatlas.com/report/view/7f0da506e64047899aa449	-	129 (2015)	127 (2019)	

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Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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