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)	Natural England https://designatedsites.naturalengland.org.uk/SiteSearch.aspx	88% (Target set by the Hertford-shire Environmental Forum (HEF) 2008 (p46))	51.23% favourable, 46.05% unfavourable and recovering (2017)	Countywide • Countywide - 52.05% favourable, 45.38% unfavourable and recovering (most recent data available) GTP Area (most recent data available) • Bricket Wood Common SSSI – Unfavourable recovering/no change • Croxley Common Moor SSSI – Unfavourable recovering • Moor Mill Quarry West SSSI – Unfavourable no change • Roughdown Common SSSI – Favourable • Whippendell Wood SSSI – Favourable	The plan includes schemes to encourage sustainable transport. These schemes will reduce the likelihood of damage from poor air quality and vehicular damage.
Trees and Woodland	District/ Borough Council websites (Dacorum, Watford, Three Rivers)	No target set	-	Dacorum: 33,000 trees maintained by council (10,000 on highways) 127 hectares of woodland (19 woodlands, Tring woods SSSI, Howe Grove LNR, Shrub Hill Common LNR) Watford: 11,000 trees maintained by council on highways and in parks 506 hectares of woodland Three Rivers: 240 hectares of woodland (Oxhey Woods LNR)	Unlimited traffic growth would have negative impacts on local woodland with poor air quality and high noise levels impacting on species and habitats.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Rivers: Number of water bodies ecological status (Colne Catchment)	Environment Agency data for the Colne Catchment	Catchment targets by 2027: 1 bad, 1 poor, 9 moderate, 15 good	None	• Bad: 2 • Poor: 4 • Moderate: 20 • Good: 0 • High: 0 (2016)	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.
Rivers: urban and transport reason for not achieving good status (Colne Catchment)	Environment Agency data for the Colne Catchment	None	None	56 out of 200 total (2016)	Without the plan, there is likely to be a greater realiance on car travel and more traffic as a result of development, which could have greater effect on rivers through urban runoff and pollution or water courses.
Number of children killed and seriously injured in road traffic accidents	HCC/Police STATS19 data	No more than 42 (2015-16)	Three Rivers: 6 (2016), 3 (2017) Dacorum: 2 (2016), 6 (2017) Watford: 4 (2016), 6 (2017) St Albans: 3 (2016), 2 (2017) Hertfordshire: 41 (2016), 38 (2017)	• Three Rivers: 4 • Dacorum: 1 • Watford: 3 • St Albans: 3 • Hertfordshire: 32 (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/Police STATS19 data HCC/Police STATS19 data	413 (The target is steady-Countywide target)	Three Rivers: 31 (2016), 31 (2017) Dacorum: 62 (2016), 45 (2017) Watford: 34 (2016), 36 (2017) St Albans: 63 (2016), 41 (2017)	• Three Rivers: 51 • Dacorum: 49 • Watford: 27 • St Albans: 71 • Hertfordshire: 444 (2018)	Without the road safety schemes included in the plan it is likely more people would be killed or seriously injured on the areas roads.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
			Hertfordshire: 458 (2016), 410 (2017)		
Number of Slight Injuries (all ages)	HCC/Police STATS19 data	Slight Casualties 3543	Three Rivers: 242 (2016), 218 (2017) Dacorum: 276 (2016), 291 (2017) Watford: 279 (2016), 213 (2017) St Albans: 468 (2016), 386 (2017) Hertfordshire: 3192 (2016), 2657 (2017)	• Three Rivers: 289 • Dacorum: 201 • Watford: 155 • St Albans: 348 • Hertfordshire: 2437 (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.
Percentage of compliance of speed limits	Traffic & Transport Data Report	83% (2020/21) 84% (2025/26) 85% (2030/31)	-	81% (2018/19) *	Without the road safety schemes included in the plan it is likely more people in the area would be involved in incidents.
% of All trips (under 3 miles) made by cycling	Hertfordshire Travel Survey 2018 Report	3% (2015/16) 3% (2019)	2.7% (2015) 2.2% (2016)	2% (2019)	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	Hertfordshire Traffic and Transport Data Report 2018	64% (2015 - 16) 68% (2019)	62.6% (2015) 76.5% (2016)	76.6% (2019)	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 would not increase.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Childhood Obesity reception age and year 6	National Child Measurement Programme – England tables: Table 2_R Table 2_6 Table 3a_R Table 3a_6	No target set	• Countywide - Reception: 19.3%. Year 6: 28.6%(2017/18) • St Albans – Reception: 16.6%. Year 6: 21.4% (2017/18). • Dacorum – Reception: 21.4%. Year 6: 30.8% (2017/18). • Three Rivers – Reception:19.1% . Year 6: 30.6% (2017/18). • Watford – Reception: 19.1%. Year 6: 31.4% (2017/18).	• Countywide - Reception: 19.4%. Year 6: 28.6%(2018/19) • St Albans – Reception: 18.0%. Year 6: 22.0% (2018/19). • Dacorum – Reception: 20.3%. Year 6: 29.1% (2018/19). • Three Rivers – Reception: 20.3% . Year 6: 26.6% (2018/19). • Watford – Reception: 17.8%. Year 6: 33.9% (2018/19).	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.
Number of people achieving level 2 of the National Cycling Training Standards	Cycle Lead Officer	No target set	4536 (2016)	6012 (2019)	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.
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) No Recent Data (2019)	Without the plan's proposed footway improvements there may be less people utilising the footpaths. There would also be a higher risk of accidents.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
				The data collection method was changed a few years ago, the current collection cycle means HCC get around the whole footway network in about 2 ½ years and, ideally, HCC want at least two complete cycles to check that the new method is stable and repeatable. First data reported possibly 2021.	
% 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 (Countryside management Team leader)	78%	72% (2015/16)	77% (2019/20)	A lack of pedestrian crossing improvements would further reduce the public's access to footpaths and other Rights of Way.
Hertfordshire Health Walks - walks led	CMS (Countryside Management Service) (Dashboard PI number is ENV49)	800 (17/18)	991 (Q3 17/18) 4316 (18/19)	4233 (2019/20) Three Rivers: 505 Watford: 288 Dacorum: 672	Without the plan's improvements to walking infrastructure there would be more barriers to promoting walking in the area.
% of the population exposed to road, rail, and air transport noise of 65dB (A) or more	Local Government Association – LG inform (source public health	No target set	-	5.1% (2016) Countywide Figure The data is collected every 5 years through the national noise mapping programme, next data due 2021.	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.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
during the daytime.	outcomes framework)				
Complaints from Aircraft Noise	Stansted Noise Complaints Report Luton Annual Monitoring Report	No target set	Luton: 15,384 (2017) Stansted: 4170 (2016) Stansted: 8395 (2017) Stansted: 14,566 (2018)	Luton: 8275 (2019) Stansted: 15,389 (2019)	
Number of AQMAs in Herts	Defra Or latest Traffic & Transport Data Report	No target set	Countywide: 14 HCC, 11 Highways England (2015) 19 HCC and 14 Highways England (2017)	• Countywide: 17 HCC and 11 Highways England (2019) • St Albans: 3 AQMA's (Peahen, Hemel Hempstead Road and Frogmore) • Dacorum: 3 AQMA's (Hemel Hempstead, Apsley and Northchurch) • Three Rivers: 4 AQMA's (Chorleywood NO2 and PM10, Chandlers Cross and Kings Langley) • Watford: 2 AQMA's (Vicarage Road, Pinner Road)	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.

Appendix 1: 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 in AQMA areas	District Council websites / Annual Monitoring Reports	< 40µg/m³	Countywide figures: 35µg/m³ (2012) 38µg/m³ (2014)	• Dacorum: (2018, roadside averages) Lawn Lane, Hemel – 39.8 µg/m³ London Road, Apsley – 48.4 µg/m³ • Watford: (2017, kerbside averages) St Albans Rd – 35.1 µg/m³ Vicarage Rd – 52.7 µg/m³ Aldenham Rd/Chalkhill – 51.0µg/m³ A405/Horseshoe Lane – 34.3µg/m³	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 Watford.
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)	• East of England - 5.4% (2016) • St Albans – 5.6% (2016) • Dacorum – 5.4% (2016) • Three Rivers – 5.6% (2016) • Watford – 5.9% (2016)	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.
Per capita CO2 emissions in the LA area (in tonnes)	UK Government local and regional CO2 emissions: statistical summery	Reduce carbon emissions by 80% from 2012/13 baseline by 2025 (net	2.3 (2013)	East of England- 5.3 (2017) Hertfordshire – 2.4 (2017) Dacorum – 1.9 St Albans – 4.0 Three Rivers – 3.7 Watford – 1.1	CO2 emissions cause environmental damage and impact upon climate change. The county could experience more flooding incidents on local roads without schemes

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
	www.lginform.gov.uk	zero ambition in long term)			that encourage sustainable transport.
Number of ULEV vehicles registered in Hertfordshire	Traffic & Transport Data Report	Increase in numbers	-	4631 (2018)	Less transfer of car travel to electric, due to less infrastructure provided.
Children travelling to school. Mode share of sustainable school journeys	HCC Active & Safer Travel Team	Target for 2020/2021: Age 5-10 68% , age 11-16 78% (2019)	Age 5 – 10: 72%, age 11-16: 79% (2017/18)	Age 5 – 10: 72% (2018/19) Age 11 – 16: 80% (2018/19)	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	Active and Safer Travel Team	-	-	50% of schools signed up to Modeshift STARS. Watford & Three Rivers Schools: 37% Dacorum & St Albans Schools: 55%	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.
Percentage of sustainable mode share for Hertfordshire residents	County Travel Survey	For the % of sustainable modes to increase year on year	-	40% (CTS 2018)	Without the GTP delivering or improving infrastructure for walking, cycling and passenger transport then the percentage of residents using sustainable modes will not increase.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Percentage of passengers travelling to airports by non-car modes (Luton and Stansted)	Luton Airport surface access strategy monitoring reports Stansted Airport Transport Forum Staff Mode Share (reported every 2 years)	Luton: More passengers to use sustainable transport to reduce CO2 emissions. Stansted: The aim is to increase the percentage journeys made by public transport.	Luton: 23% (2016)	Luton: 33% (2018) Stansted: 50.6% (2018)	Fewer people travelling to airports by sustainable modes.
Percentage of employees travelling to airports by non-car modes (Luton and Stansted)	Luton Airport surface access strategy monitoring reports Stansted Airport Transport Forum Staff Mode Share (reported every 2 years)	Luton: an increase in employees travelling to work by non-car modes Stansted: The aim is to increase the percentage journeys made by public transport which	Luton: 23% (2016) Stansted: 29.4% (2015)	Luton: 32% (2018) Stansted: 36.7% (2017) 2019 data still awaited (staff mode share data is collected every 2 years)	Fewer people travelling to airports by sustainable modes.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
		reduces congestion on the local highway network and environmental impacts on the surrounding areas.			
Number of Children achieving level 2 of the National Cycle Training (Bikeability)	Hertfordshire Cycling Team (Active and Safer Travel)	No target set	2289 (2015) 4407 (2016)	6632 (2019/20) Dacorum: 717 St Albans: 1668 Three Rivers: 488 Watford: 338	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.
Car Ownership in Hertfordshire (Cars per Household)	County Travel Survey 2018	1.16 (England), 1.40/ (2012 County Travel Survey)	1.53 (2015)	• 13.1% - No car • 44.0%- One car • 33.6%- Two cars • 9.2%- Three or more (2018)	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 - Journey time reliability in Hertfordshire	Transport Data and Modelling Team, Highways	A smaller standard deviation value would give a more reliable journey time	-	258 (Standard Deviation Variance)	More congestion may ensue without the plan leading to increases in emissions which affect the quality of life for residents in the area.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
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.
Percentage of new developments within 30 minutes by public transport of key services	TRACC modelling Strategic Transport & Rail Team	90% (steady state)	-	93.59% (2017/18)	Developers would be less likely to provide enough infrastructure for sustainable modes.
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)	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.

Appendix 1: Baseline Data

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)	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.
Active Enterprises in Hertfordshire	https://www.hertfordshire.gov.uk/microsites/herts-insight/topics/economy-work-and-education.aspx	No target set	70500 (2016)	• Hertfordshire: 73570 (2017) • St Albans: 10580 (2017) • Dacorum: 9010 (2017) • Three Rivers: 5995 (2017) • Watford: 5670 (2017)	
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)	
Principle Road Condition - % of the	Asset Manager	No more than 6 (2015-16)	4% (2013-14)	4% (2018-19)	The plan seeks to help facilitate modal shift to sustainable forms of transport. Without measures to encourage modal

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
network with negative residual life (where maintenance should be considered)					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	Asset Manager	No more than 9 (2015-16)	8% (2014-15)	4% (2018-19)	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.	Asset Manager	No more than 13 (2015-16)	19% (2014-15)	9% (2018-19)	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.
Overall roads condition index for Hertfordshire 's roads **	Condition Surveys TAMP Annual Report	Steady State targets: A Rds: 5.6 B, C & U Rds: 10.4	-	A Rds: 4.49 ACI (2018/19) B, C & U Rds: 8.97 ACI (2018/19)	The plan seeks to help facilitate modal shift to sustainable forms of transport. Without measures to encourage modal shift car use will remain high.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
					This will likely deteriorate roads further.
Herts Waste Partnership overall recycling rate	HWP Annual Report 2016-2017	No target set	247284 tonnes (2015–2016) 258218 tonnes (2016-2017) 251264 tonnes (2017-2018)	248807 (2018-2019)	Some of the new infrastructure schemes would produce construction waste which would need to be recycled or put into landfill.
Number of Scheduled Monuments	Magic Maps	No target set	No previous data	• Countywide: 180 • GTP Area: 35	There would be more damage to scheduled monuments by road building.
Number of registered Parks and Gardens	Magic Maps	No target set	No previous data	• 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	• Countywide: 8188 • GTP Area: 1156	There would be more damage to listed buildings by road building.
Income deprivation affecting children index	HertsLis https://reports.instantatlas.com/report/view/7f0da506e64047899aa449fc5613d82a/E10000015#	-	127 (2015)	126 (2019)	Further deprivation, the sustainable transport initiatives should make access to employment easier as walking and cycling is affordable transport.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
Income deprivation affecting older people	HertsLis https://reports.instantatlas.com/report/view/7f0da506e64047899aa449fc5613d82a/E10000015#	-	129 (2015)	127 (2019)	Further deprivation, the sustainable transport initiatives should make access to employment easier as walking and cycling is affordable transport.
Unemploy-ment in Hertfordshire	NOMIS official labour market statistics (ONS annual population survey) Labour Market Profile	-	-	2019 East of England 3.2% Hertfordshire 3.5%	Unemployment could possibly increase slightly without the delivery of transport infrastructure and improvements to sustainable transport choices.
Travel to work destinations (commuting)	County Travel Survey 2018 (Figure 4.6)	-	-	2018 Greater London 29.5% Home district 38% Other Herts 21.8% Adjacent counties 8.9% Elsewhere 1.9%	Without the plan this would have a negative impact on access to employment both within and outside of Hertfordshire, by not improving the choice of travel to employment.
Energy consumption	Subnational Total Final Energy Consumption statistics https://www.gov.uk/government/statistical-data-	To reduce overall and transport energy use	(2016) Gigawatt Hours (GWh) Dacorum 2817.5 (all fuels) 1001.1 (road transport petroleum) Three Rivers 2321.8 (all fuels) 1195 (road transport petroleum)	(2017) Gigawatt Hours (GWh) Dacorum 2863.8 (all fuels) 1020.9 (road transport petroleum) Three Rivers 2346.1 (all fuels) 1200.0 (road transport petroleum) Watford 1588.2 (all fuels)	A probability of an increase in fuel use as car continues to be the dominant transport choice.

Appendix 1: Baseline Data

Indicator	Source	Target	Previous data (Date)	Most Current data (date)	'Without the Plan' scenario
	sets/total-final-energy-consumption-at-regional-and-local-authority-level		Watford 1551.1 (all fuels) 357.6 (road transport petroleum) St Albans 3777.7 (all fuels) 2091.9 (road transport petroleum)	360.3 (road transport petroleum) St Albans 3742.5 (all fuels) 2047.8 (road transport petroleum)	

* This indicator is to be reviewed in-line with the review of the Speed Management Strategy, to review the sites used in collecting data.

** ACI is a measure of the overall condition of the network as a whole and has been developed by the County Council. This is a condition index number which is derived by taking into consideration main defect types like cracking, LPV (a measure of the ride quality), rutting, and the use of algorithms results in a condition index number for each section of the road. A weighted average is then calculated for each category of road. The lower the number the better condition the roads are in.

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 is one SSSI in unfavourable condition which is not improving. This is Moor Mill Quarry West SSSI. The lack of improvement in this SSSI is an environmental issue in the area.

- The number of children killed or seriously injured and the total number of people killed or seriously injured in road traffic accidents have both decreased on a countywide level. However, when looking at rates by district for the number of people killed or seriously injured, Three Rivers, Dacorum and St Albans have seen an increase in KSI numbers in 2018.

- The percentage of all trips under 3 miles by cycling has decreased again to 2% from 2.4% on a countywide scale. The low prevalence of cycling means that encouraging cycling is an issue for all regions in Hertfordshire.

- Hertfordshire still has AQMAs all over the county with 17 HCC AQMA's and 11 Highways England. 12 of these are within the GTP area therefore air quality is an environmental issue.

- The County Council have set a new target for carbon emissions (Reduce carbon emissions by 80% from 2012/13 baseline by 2025 (net zero ambition in long term) Three Rivers District and St Albans have nearly double the emissions than the County average. Therefore C02 emissions are an environmental concern for the GTP area.

- Bus punctuality remains low for the County. 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.