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Appendix 1 - Strategic Environmental Assessment LTP3 Plan Implementation 2012/13 Monitoring Report

Appendix 2 - Equalities Impact Assessment Statement

Appendix 3 - Air Quality Action Plans, 2012/13 Update
1. INTRODUCTION

Hertfordshire’s third Local Transport Plan (LTP3) was endorsed in March 2011 and sets out the County Council’s vision and strategy for the long term development of transport in the County up to 2031. This document reports the second year of progress in achieving the five LTP3 goals, using evidence of performance against targets and examples of successful delivery by the County Council and its partners during 2012/13.

The full Local Transport Plan 2011 – 2031 and its supporting documents are available on the County Council’s website at: www.hertsdirect.org/ltp.

2012/13 Highlights

- The County Council published three new transport strategies: Active Travel Strategy, Inter-urban Route Strategy and a School Transport Strategy.
- Relaunched the improved online Highways Fault Reporting system.
- Launched an online school journey planner, to help parents and pupils find the best way to school.
- Developed a short film for primary schools to highlight the dangers of using mobile phones whilst crossing the road.
- The Hertfordshire Local Transport Body was formed.
- A new mobile phone ‘Herts Bus Info’ App was launched allowing users to access passenger transport information at bus stops.
- Waltham Cross Railway Station Improvements completed, providing improved accessibility and customer information.
- Successful bid for Cycle Safety Funds, Hertfordshire County Council to receive £200,000 to promote 4 schemes in the county.
- Successful bids for DEFRA funds for projects in Hertford and Hitchin AQMA areas.
- Initial results from the LSTF project have shown a reduction of 5% in car use at Maylands.
2. ACHIEVEMENTS DURING 2012/2013

2.1 Indicator Evidence

LTP3 targets are monitored annually (Table 2.1), with a series of indicators providing evidence of progress against each LTP3 challenge, and the five overarching goals.

Table 2.1: LTP3 performance indicator information

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Indicator</th>
<th>11/12 Actual (Target)</th>
<th>12/13 Actual (Target)</th>
<th>13/14 Target</th>
<th>14/15 Target</th>
<th>15/16 Target</th>
<th>25/26 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Keep the county moving through efficient management of the road network to improve journey time, reliability and resilience and manage congestion to minimise its impact on the economy.</td>
<td><strong>NI 167</strong> Congestion (financial year)</td>
<td>2.76 (2.86 min/mile)</td>
<td>Data not yet available (2.84 min/mile)</td>
<td>2.82 min/mile</td>
<td>2.82 min/per mile</td>
<td>2.8 min/mile</td>
<td>2.7 min/mile</td>
</tr>
<tr>
<td></td>
<td><strong>NI 168</strong> % local authority principal road network where structural maintenance should be considered (financial year)</td>
<td>6% (6%)</td>
<td>6% (6%)</td>
<td>No more than 6%</td>
<td>No more than 6%</td>
<td>No more than 6%</td>
<td>No more than 6%</td>
</tr>
<tr>
<td></td>
<td><strong>NI 169</strong> % non-principal road network where structural maintenance should be considered (financial year)</td>
<td>13% (9%)</td>
<td>17% (9%)</td>
<td>No more than 9%</td>
<td>No more than 9%</td>
<td>No more than 9%</td>
<td>No more than 9%</td>
</tr>
<tr>
<td></td>
<td>% Unclassified road network where structural maintenance should be considered (financial year)</td>
<td>13% (13%)</td>
<td>11% (13%)</td>
<td>No more than 13%</td>
<td>No more than 13%</td>
<td>No more than 13%</td>
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<tr>
<td>Challenge</td>
<td>Indicator</td>
<td>11/12 Actual (Target)</td>
<td>12/13 Actual (Target)</td>
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<td>14/15 Target</td>
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</tr>
<tr>
<td></td>
<td>% footway length with functionally impaired or structurally unsound defects* (financial year)</td>
<td>47.3% (26%)</td>
<td>Data not yet available (26%)</td>
<td>26%</td>
<td>26%</td>
<td>26%</td>
<td>26%</td>
</tr>
<tr>
<td><strong>1.2 Support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity.</strong></td>
<td>Accessibility of new developments - % of new developments within 30 minutes by passenger transport of key services (calendar year)</td>
<td>95.2% (&gt;90%)</td>
<td>Data not available (&gt;90%)</td>
<td>&gt;90%</td>
<td>&gt;90%</td>
<td>&gt;90%</td>
<td>&gt;90%</td>
</tr>
<tr>
<td></td>
<td><strong>NI 175 Accessibility - % of people who find it easy to travel to key services (financial year)</strong></td>
<td>92% (89%)</td>
<td>79.5% (89%)</td>
<td>90%</td>
<td>90%</td>
<td>91%</td>
<td>91%</td>
</tr>
<tr>
<td></td>
<td>% of all journeys under 1 mile that are made by walking (data collected every 3 years in the County Travel Survey)</td>
<td>No data available (62%)</td>
<td>62.6% (60%)</td>
<td>61.9%</td>
<td>62.9%</td>
<td>64%</td>
<td>64%</td>
</tr>
<tr>
<td></td>
<td>% of all journeys under 3 miles that are made by cycling (data collected every 3 years in the County Travel Survey)</td>
<td>No data available (2.8%)</td>
<td>2.7% (2.82%)</td>
<td>2.88%</td>
<td>2.94%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Challenge</td>
<td>Indicator</td>
<td>11/12 Actual (Target)</td>
<td>12/13 Actual (Target)</td>
<td>13/14 Target</td>
<td>14/15 Target</td>
<td>15/16 Target</td>
<td>25/26 Target</td>
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</tr>
<tr>
<td>2.3 Achieve further improvements in the provision of passenger transport...</td>
<td><strong>NI 177</strong> Passenger transport patronage (financial year)</td>
<td>35.9 million</td>
<td>33.7 million</td>
<td>35.8 million</td>
<td>35.9 million</td>
<td>36 million</td>
<td>36 million</td>
</tr>
<tr>
<td></td>
<td><strong>NI 178</strong> Bus punctuality (financial year)</td>
<td>92.9% (85%)</td>
<td>92.9% (85.5%)</td>
<td>87%</td>
<td>88.5%</td>
<td>90%</td>
<td>90%</td>
</tr>
<tr>
<td>3.1 Improve journey experience for transport users in terms of comfort,...</td>
<td>User satisfaction with local bus services (calendar year)</td>
<td>73% (79%)</td>
<td>73% (73%)</td>
<td>79.2%</td>
<td>79.6%</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td></td>
<td>User satisfaction with passenger transport information (calendar year)</td>
<td>57% (48%)</td>
<td>60% (60%)</td>
<td>-</td>
<td>-</td>
<td>85%</td>
<td>85%</td>
</tr>
<tr>
<td>3.2 Improve the health of individuals by encouraging and enabling more...</td>
<td><strong>NI 198</strong> Mode share of sustainable school journeys (aged 5-10 years) (academic year)</td>
<td>61.7% (63%)</td>
<td>57% (63%)</td>
<td>63.7%</td>
<td>64.3%</td>
<td>65%</td>
<td>65%</td>
</tr>
<tr>
<td></td>
<td><strong>NI 198</strong> Mode share of sustainable school journeys (aged 11-16 years) (academic year)</td>
<td>75% (78%)</td>
<td>69% (78%)</td>
<td>78%</td>
<td>78%</td>
<td>78%</td>
<td>78%</td>
</tr>
<tr>
<td></td>
<td>Air Quality - Mean roadside NO₂ levels across the county (calendar year)</td>
<td>33µg/m³ (28 ug/m³)</td>
<td>35µg/m³ (27 ug/m³)</td>
<td>-</td>
<td>-</td>
<td>25µg/m³</td>
<td>25µg/m³</td>
</tr>
<tr>
<td>Challenge</td>
<td>Indicator</td>
<td>11/12 Actual (Target)</td>
<td>12/13 Actual (Target)</td>
<td>13/14 Target</td>
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<tr>
<td></td>
<td>Rights of way - % of the total length of footpaths and other rights of way that are easy to use by members of the public (calendar year)</td>
<td>74% (70%)</td>
<td>65% (78%)</td>
<td>77%</td>
<td>77%</td>
<td>77%</td>
<td>77%</td>
</tr>
<tr>
<td>3.3 Maintain &amp; enhance the natural, built and historic environment managing the streetscape and improving integration and connections of streets and neighbourhoods and minimising the adverse impacts of transportation the natural environment, heritage and landscape.</td>
<td>Speed limit compliance - % compliance with speed limits (30 - 70 mph) (calendar year)</td>
<td>80% (No target)</td>
<td>Data not yet available (No target)</td>
<td>No Target</td>
<td>No Target</td>
<td>82%</td>
<td>84%</td>
</tr>
<tr>
<td>3.4 Reduce the impact of transport noise especially in those areas where monitoring shows there to be specific problems for residents.</td>
<td>No specific indicator</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>NI 47 People killed and seriously injured (calendar year)</td>
<td>354 (413)</td>
<td>414 (413)</td>
<td>No more than 413</td>
<td>No more than 413</td>
<td>No more than 413</td>
<td>No more than 413</td>
</tr>
<tr>
<td></td>
<td>NI 48 Children killed and seriously injured (calendar year)</td>
<td>40 (42)</td>
<td>27 (42)</td>
<td>No more than 42</td>
<td>No more than 42</td>
<td>No more than 42</td>
<td>No more than 42</td>
</tr>
<tr>
<td>Challenge</td>
<td>Indicator</td>
<td>11/12 Actual (Target)</td>
<td>12/13 Actual (Target)</td>
<td>13/14 Target</td>
<td>14/15 Target</td>
<td>15/16 Target</td>
<td>25/26 Target</td>
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<tr>
<td>4.2 Reduce crime and the fear of crime on the network to enable users of the network to travel safely and with minimum concern over safety so the accessibility is not compromised.</td>
<td>Total crimes per 100,000 passenger journeys at rail stations in Hertfordshire (calendar year)</td>
<td>3.27 (1.62)</td>
<td>3.96 (1.62)</td>
<td>1.62</td>
<td>1.62</td>
<td>1.62</td>
<td>1.62</td>
</tr>
<tr>
<td>5.1 Reduce greenhouse gas emissions from transport in the county to meet government targets through the reduction in consumption of fossil fuels.</td>
<td>Transport related CO$_2$ emissions per capita (Government statistics released 2 years behind) (calendar year)</td>
<td>Data not yet available (1.5 tonnes)</td>
<td>Data not yet available (1.5 tonnes)</td>
<td>1.5 tonnes</td>
<td>1.5 tonnes</td>
<td>1.35 tonnes</td>
<td>1.35 tonnes</td>
</tr>
<tr>
<td>5.2 Design new infrastructure and the maintenance of the existing network in the light of likely future constraints and threats from changing climate, including the likelihood of periods of severe weather conditions.</td>
<td>No specific indicator</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
</tbody>
</table>

* This indicator is now calculated based on all footpaths, not just those of high usage (category 1, 1a or 2). For years 2009 and 2010, this indicator was described as “% of category 1, 1a and 2 Footway network where structural maintenance should be considered”.

Page 6
2.2 Schemes delivered during 2012/2013

2.2.1 Transport, Access and Safety

Passenger Transport Unit

The station improvements at Waltham Cross have been completed. The project has cost £2.2 million and involved improvements to the ticket office, platforms, signage, and customer information boards. New passenger lifts have also been installed to improve access for people with disabilities, and a new access has been created in the car park. Broxbourne Borough Council and Hertfordshire County Council each contributed £200,000 towards the project.

The programme of providing new-style bus timetables at bus stops across the county is now approaching the halfway point. New timetables are created individually at each bus stop showing the scheduled departure times specifically for that stop. The programme began in St Albans, and has now been extended to Hatfield, Watford, Hemel Hempstead, Rickmansworth, Maple Cross, Welwyn Garden City, Stevenage, Berkhamsted and Tring. The rest of the county should be covered by Spring 2013.

Following on from a review of all printed information in early 2011, Hertfordshire County Council launched a new mobile phone App through Intalink (the Transport Partnership between the County Council and Hertfordshire transport operators). The ‘Hert’s Bus Info’ App provides passenger transport information with key features including Departure information, Timetables, Maps, Journey Planning, a contact function and the ability to save items to a favourites folder. In addition, the app also uses the phones GPS location software, allowing users to search for bus information where they are situated. This was rolled out on Apple and Android platforms.

With the success of the mobile app and with over 50% of internet users now accessing the internet via a mobile device, the County Council has tapped into two other prominent digital tools to deliver passenger transport information to the customer and reduce the need for printed material, by developing systems using QR codes and Near Field Communication technology (NFC).

QR Codes are now being used at all roadside bus timetable frames in Hertfordshire to allow users to obtain travel information directly to their mobile phone. This function is also available on the Intalink website departures page (www.intalink.org.uk). With the QR Code function the County Council are also able to measure the effectiveness and usage of the software. Usage data can be compiled which outlines where QR codes are being scanned which is a very effective tool as it then allows the Council to see areas which may be lacking and where key marketing activities need to be carried out. The County Council are also able to determine which mobile device is used, therefore allowing the Council to targeting users through mobile content advertising. To date results have shown that members of the public are thoroughly engaging with the service and utilising it to its full capacity.
The County Council also sought out a new way to simplify the act of downloading of the departure board, and with the emergence of Near Field Communication Technology (NFC) this became more achievable.

Work has also begun on installing ‘Near Field Communication’ chips at bus stops and shelters. This uses the latest mobile phone technology and will allow passengers with NFC-enabled mobiles to download bus departure information, including real-time information where available.

NFC has recently been adopted by Smartphone manufacturers such as Google, Android and Samsung, and there are over 100 NFC enabled devices on the mobile market.

The rollout project is now in its latter stages and once completed Hertfordshire will be carrying out a vast promotional campaign incorporating a mix of targeted advertising on the Mobile Content Network to raise awareness of this unique service.

Road Safety

Multiple road safety marketing campaigns took place, during 2012/13. This included:

- Euro 2012 Drink Drive Campaign: a digital campaign during the Euro 2012 competition with the slogan “Win, Lose or Draw”. This included a website with drink calculator tools, and supporting information. The campaign was very successful, with around 3,000 visiting the website during the period. 75% of the visitors were in the 18-35 age range.
- Megadrive 2012: an annual pre-driver intervention programme, aiming to address the disproportionately high numbers of accidents attributed to young drivers. This was run at multiple secondary schools during the summer term.
- University of Hertfordshire Freshers’ Fair: road safety messages relayed through various activities at a stall at the University Freshers’ Fair. The Freshers’ Fair attracts high numbers of students, particularly those in their first year of study. A road safety information stall was also included at the University of Hertfordshire’s Community Fair in the spring term.
- Safety Camera Partnership: a large multi-channel campaign, implemented to encourage drivers to slow down, or face a fine. The campaign carried the slogan, “Not photogenic? Then don’t let us take your pictures”.
- Christmas Road Safety Campaign: digital advertising displays generated almost 14,000 visits to the recently updated ‘Impact’ web page in one month. The click through rate was nearly 10 times the national average.
- Stop Means Stop: a co-ordinated campaign across digital media and traditional methods, including car stickers and messages in school newsletters, to promote safety at school crossings.
• Bright paper boys and girls: a joint initiative between Hertfordshire County Council and the local police and council in Bishops Stortford, to provide fluorescent tabards to all newspaper delivery boys and girls in the area.

Safe and Sustainable Journeys in Schools

The County Council’s Safe and Sustainable Journeys in Schools Team have exercised a number of successful measures during the 2012/13 academic year to specifically tackle challenge 4.1 (Improve road safety in the county reducing the risk of death and injury due to the traffic accidents), and NI 48 (Child KSI). At primary school level, a short film to highlight the dangers of using mobile phones while crossing the road was developed with year 6 children. The film is now part of a resource pack for primary schools to assist the delivery a road safety workshop, and was successfully piloted in 4 primary schools during the summer term.

At secondary school level, 14 schools in Hertfordshire took part in the “A Play in a Day” project, funded by the County Council’s Safe and Sustainable Journeys in Schools Team and delivered by Konflux Theatre. Groups of students in each school worked on a script devised by Konflux and Hertfordshire County Council on the subject of the dangers of distractions when travelling to school, focusing particularly on technology such as mobile phones and MP3 players. At the end of the day the play was performed to 2500 year 7 students who were then invited to discuss their thoughts on the play and ask questions.

An innovative, easy-to-use online school journey planner has been launched by Hertfordshire County Council to help parents and pupils find the best way to get to school, which should help to reduce congestion. By simply entering a home postcode and the child’s school into the journey planner people will be able to compare a range of travel options so journeys can be planned effectively and efficiently. The journey planner offers a range of routes either on foot, by bike, by public transport or by car. The planner also shows the approximate amount of calories burned on each route and the amount of carbon emissions produced to help families to pick the best way to get to school.

Walking routes take into account unsafe sections of a journey and if possible these will be avoided. For cyclists there are three options to suit the levels of experience and confidence – fastest / quietest / balanced. Public transport options use the up-to-date information from the Traveline web services. Driving routes are also displayed and it is anticipated that parents will be able to see potential alternatives to using the car everyday for the school run. The system is available on the county council’s website www.hertsdirect.org/mapit.
2.2.2 Highways

Carriageways

Hertfordshire County Council has re-launched its online highways fault reporting system to give people a better customer experience. The new system is more reliable with an improved look and feel, making it quicker and easier for people to report faults such as potholes and faulty streetlights.

Among improvements are new functions enabling people to use a smart phone to report faults and to see faults reported by others. By viewing a map showing where faults have already been reported, people can subscribe to receive email updates on progress which means they do not have to report the same faults again, saving the county council time and money.

Integrated Transport Projects

The following table shows the number of Integrated Transport projects delivered in 2012/13, split by LTP3 target area.

<table>
<thead>
<tr>
<th>LTP3 Target</th>
<th>Number of Schemes Delivered (2012/13)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>11</td>
</tr>
<tr>
<td>Casualty Reduction</td>
<td>6</td>
</tr>
<tr>
<td>Congestion</td>
<td>3</td>
</tr>
<tr>
<td>Cycling</td>
<td>2</td>
</tr>
<tr>
<td>Mode Share to School</td>
<td>3</td>
</tr>
<tr>
<td>Passenger Transport</td>
<td>13</td>
</tr>
<tr>
<td>Quality of Life</td>
<td>1</td>
</tr>
<tr>
<td>Speed Compliance</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>44</td>
</tr>
</tbody>
</table>

Cycling

First Capital Connect has secured funding for 300 additional cycle parking spaces at Hatfield and Harpenden stations. This supports the LTP3 Hatfield Station Scheme.

Hertfordshire is to receive £200,000 from the Cycle Safety Fund Bid (plus additional match funding) to promote 4 schemes in the county. The schemes are for delivery by April 2014 and include a mix of improvements such as the reallocation of road space, simplification of road layouts, changes in priority and junction layouts, designs to lower speeds, changes to crossings and bridge links.

The existing Fairlands Way, Stevenage footbridge link (linking Ditchmore Lane (Stevenage Old Town) to Tesco in Stevenage Town Centre) has been enhanced and upgraded to make it more suitable for all users including cyclists, pedestrians and the mobility impaired. The footbridge has been
converted to a shared-use cycleway in order to formalise the existing user movements, with improved pedestrian/cyclist signage and roadmarkings. The existing parapets were upgraded to 1.4m high to comply with the Design Manual for Roads and Bridges, and the bridge waterproofing and joints also required maintenance work.

Speed Compliance

Park Avenue, Watford was made a 20mph zone to bring in line with the 20mph zone installed in the surrounding area in 2001.

The scheme comprised of three round topped tapered edge road humps to reduce traffic speeds and deter unwanted traffic and bring this road in line with the existing 20mph zone in the area. The street lighting was also upgraded to meet current standards.

Since the introduction of the 20mph speed zone at Park Avenue, the 85% speeds have reduced by around 6mph and 8mph respectively, with the average speeds reducing by 4.5mph and 8.5mph respectively.

Accessibility

Vardon Road (situated in the Pin Green area of Stevenage) required the bus stop infrastructure to be upgraded to meet Disability Discrimination Act (DDA) standards, and improved pedestrian facilities along the route. The scheme
was designed to improve access to public transport services especially for those with disabilities. The works included the installation of easy access kerbing, footway links and waiting areas were improved, 3 number bus stop shelters were installed and bus cage markings and signs were introduced. In addition, sections of footpaths were resurfaced and new pedestrian dropped kerbs including tactile paving installed.

![Before](image1.png) ![After](image2.png)

A new controlled pedestrian crossing was installed along Horseshoe Lane, Watford to improve accessibility to the local hospital. The following measures were also installed as part of the project:

- New tactile crossing at Newhouse crescent linking to the new PUFFIN crossing facility;
- Street lighting upgrade along Horseshoe Lane between Farriers Court and Boundary Way south eastern junction with Horseshoe Lane;
- Resurfacing part of carriageway at bell mouth of Newhouse Crescent to accommodate tactile crossing;
- New anti skid and road marking along Horseshoe Lane, Parts of Boundary Way and Newhouse Crescent;
- Footway upgrade along the wide grass verge at Horseshoe Lane linking to the new crossing from Boundary Way.

As a result of the pedestrian improvements there have been an increased number of pedestrians and cyclists using the new facility.

![Before](image3.png) ![After](image4.png)
2.2.3 Rights of Way

**Lime Tree Walk**

The County Council’s Rights of Way (RoW) team 2012/13 delivery included a particularly successful programme of works to RoW 029 – Lime Tree Walk. The footpath’s good access links to Rickmansworth town centre, schools and residences, makes it popular with cyclists and parents with prams and buggies. Sections of footway were muddy, uneven and narrow, and following complaints from the public and local councillors, priority areas were initially patched. Following this, the remainder of the 350 metre stretch was filled. Granite fill was used to ensure sustainability of the footpath works in this sensitive area. See Figures 2.1 and 2.2 for before and after photographs.

![Lime Tree Walk – before RoW improvement works](image1.png)

![Lime Tree Walk – RoW after improvement works](image2.png)

**Ashendene Road, Bayford**

Ashendene Road, Bayford, was identified as having the potential to have a safe off-road link for horse riders to the nearby bridleway and walkers to Epping Green. Ashendene Road is an unrestricted country lane with no
footways, but with a large verge area. Rights of Way worked with the British Horse Society, the Parish Council and Hertfordshire Highways to secure agreement for the works and a safety audit for the exit points. RoW also worked with the Council’s Countryside Management Service to undertake the clearance works using their volunteer group joined by local horse riders.

Works involved digging out ditches to improve flow and minimise footpath flooding, surfacing with terram membrane, six water crossings, digging out roots and some levelling work. This work was carried out at comparatively low cost, and is now a highly valued off-road path.

2.2.4 Local Sustainable Transport Fund (LSTF)

The LSTF is for a package of sustainable transport measures in Watford, Hemel Hempstead and St Albans entitled BIGHERTSBIGIDEAS. The County Council successfully secured £11.78 million of LSTF funding for 2011/12 to 2014/15.

The County Council is nearly halfway through delivery of the package and the highlights of delivery include:
- new cycling infrastructure
- local cycle rides ‘Skyrides’ for employers in partnership with Sky
- new walking infrastructure
- A new business network has been established to support businesses in promoting sustainable travel to staff.
- 10 new buses have been purchased and delivered for the re-branded 10 service in Watford
- a new bus Quality Network Partnership for Watford and Hemel Hempstead.
- Intelligent Transport Systems: The LSTF funding has allowed the delivery of advanced vehicle location technology on 230 buses, and the subsequent roll-out of real-time passenger information screens across the LSTF bid area
- new LSTF-funded travel-plan co-ordinator has been employed to promote a sustainable travel programme directly to businesses on Maylands.

Whilst it is too early to assess the overall impact of the package, some positive outcomes to date have been:
- additional match funding from the private sector
- The 2012/13 Maylands employee survey suggested that single-occupancy car use reduced by 5%.
- The number of bus users has increased on selected routes.

2.2.5 Local Air Quality

New AQMAs in Dacorum
In June 2012, Dacorum Borough Council declared three new air quality management areas on local roads for exceedances in Nitrogen Dioxide:
- Lawn Lane, Hemel Hempstead
- London Road, Apsley
- High Street, Northchurch
Local road traffic is the dominant source of emissions in the three AQMAs, and in particular from congestion. Dacorum Borough Council in partnership with the County Council will produce an Action Plan detailing the actions that the Borough Council and County Council intend to take to achieve the National Air Quality Strategy, by the end of 2013.

Bids for DEFRA Funding
In May 2013, East Herts Council and North Herts District Council, in partnership with Hertfordshire County Council, will be submitting bids through the annual Defra funding opportunity, to address poor air quality issues in the AQMAs in Hertford and Hitchin respectively.

If successful, the aim of East Herts Council’s bid is to reduce the number of local car journeys on the A414 through Hertford by promoting sustainable travel behaviour to the large number of employees who work in East Herts Council (357 staff), Hertfordshire’s County Hall (2,300 staff) and other large local employment sites including two local schools.

The EHC projects could start in early 2014 and would be aimed at encouraging commuters to leave the car behind and use other modes of transport. The project would then continue until Spring 2015, when an evaluation of the scheme will take place outlining lessons for the future.

North Herts District Council has a slightly different issue, with some of the air quality issues being caused by HGVs. Any successful funding will be used to undertake a feasibility study on improvements to Stevenage Road with the aim of improving air quality and a freight traffic survey of Hitchin focussing on HGVs using Stevenage Road.
3. **LTP3 POLICY CHANGES AND OTHER EMERGING ISSUES**

**New LTP3 Inter-Urban Route Strategy**

The LTP and Urban Transport Plans already provide a good understanding of transport issues and development pressures within the county’s urban areas, but are often constrained by the geographical boundaries of particular settlements, or groups of settlements, and do not consider cross-boundary impacts or the strategic transport network that connects Hertfordshire’s towns and areas of major population. The new Inter-Urban Route Strategy seeks to address this and proposes a strategy for a series of key corridors linking urban centres within Hertfordshire and across the borders to neighbouring authorities.

The public consultation on the Inter-Urban Route Study took place between 1st October and 30th November 2012 and attracted over 30 responses from a mixture of local authorities, interest groups and individual residents. No significant issues were raised during this consultation, and therefore the final Strategy does not include any notable changes to the list of actions included within it, although changes were made to plans and descriptions to ensure a clear understanding of the geography of the corridors.

The final Inter-Urban Route Strategy was endorsed in Feb 2013 and will now be used to bid for funding via a variety of sources, including: the Local Transport Body allocations for Major Scheme funding, and developer funding (including Community Infrastructure Levy/Section106 and other contributions). The interventions identified in the Strategy are at an early stage of consideration and require further feasibility work to be carried out before more detailed consideration, and further public consultation would be undertaken.

**New LTP3 Active Travel Strategy**

This is a daughter document of LTP3 and merges the existing Walking Strategy (2011) and Cycling Strategy (2007) to provide a joined up approach to ensuring active travel modes are planned together to maximise their impact on reducing congestion, improving public health and reducing pollutant emissions. The document outlines how the County Council and its partners will identify, deliver and promote interventions to increase the numbers of people participating in walking and cycling in Hertfordshire.

The public consultation on the Active Travel Strategy took place between 19 November 2012 and 18 January 2013 and attracted over 61 responses. A wide variety of comments were received, and several key themes emerged, including: support for active travel, LTP3 targets, and barriers to active travel. The consultation also included an Active Travel Strategy Conference held in January 2013, which focussed on the key themes of: public health, carbon reduction, economic growth and quality of life.

**New School Transport Strategy**

Hertfordshire County Council implemented a statutory only policy for home to school transport in September 2012. The County Council has tried to maintain as many bus routes as possible whilst withdrawing the County Council’s subsidy and achieving significant savings. In excess of one hundred routes are now
running to schools without financial subsidy from the County, with about half of these running to faith schools. Most families will be able to continue to access their school in the same way, by catching a bus.

Other sustainable solutions have been developed working with local communities and partners, for example, mini bus pick ups serving rural areas in the west of the county. The Department for Education made a visit to Hertfordshire in late 2012 to learn of the sustainable innovative solutions achieved, to be built up into case studies for other authorities.

**Economic Development**

**Local Enterprise Partnerships (LEPs)**
Formed in 2010/11, the objective of the LEPs is to promote economic growth within their areas. One of the key priorities for the Hertfordshire LEP is infrastructure (including transport). The County Council has established, and continues to develop, a working relationship with the LEP through membership of the LEP and more recently through the Local Transport Body.

**Local Transport Body**
In November 2012, the DfT outlined requirements for the formation of Local Transport Bodies (LTBs) whose purpose would be to prioritise Major Transport Schemes in local areas and oversee their approval and delivery with locally devolved funding.

The DfT requires the LTB to produce a prioritised programme of major scheme expenditure for 2015-2019 by July 2013. The Final Priority List that was forwarded to DfT at the end of July was:

- A120 Bypass (Little Hadham), £28.6m
- A602 Improvements (Stevenage to/from Ware), £11.2m
- A1(M) Congestion Relief (Welwyn Garden City to/from Stevenage), £28.1m - £49.4m

There have been a number of recent changes to the roles and responsibilities of each of these bodies, with a key change for transport planning being the alteration for the national process of drawing down funds.

The LTBs were originally intended to be the full recipients of the DfT’s Major scheme funding pot. However, Hertfordshire’s LTB has been indicatively allocated the lowest amount, based on the original range presented by the Government. This lower end approach was taken by the Government for all LTB indicative allocations to enable the Government to channel (and control) more funding into the LEP’s Single Local Growth Fund (SLGF).

Following the Heseltine Review in early 2013, each LEP has been tasked with producing a Strategic Economic Plan (SEP) by March 2014, which sets out a coherent growth vision. This Plan will be the new mechanism to secure transport funding from the newly created Single Local Growth Fund. This will include funding streams that the County Council previously received directly.
from the DfT, the Local Sustainable Transport Fund, Integrated Block and Major Transport Schemes.

In future, Hertfordshire’s transport proposals will have to compete for funding priority within Hertfordshire LEP’s SEP, and then Hertfordshire LEP’s SEP, as a whole, will have to compete for funding priority nationally. This all may be subject to change should national priorities and policies evolve further.

Local Sustainable Transport Fund (LSTF)

LSTF Evaluation Case Study - The Department for Transport has made further funding available for selected local authorities to work together to undertake detailed case study evaluations of particular aspects of the LSTF, to assess the impact of the LSTF nationally.

Hertfordshire County Council has initiated a partnership comprising the West of England Local Authorities, Slough Borough Council, the University of Hertfordshire and the University of the West of England to develop a proposal for an academic research study to evaluate the ‘impact of sustainable transport at strategic employment sites’.

This study will evaluate the impact of sustainable transport measures at Maylands Business Park in Hemel Hempstead, and compare and contrast with the impact of similar (and different) measures at sites in West of England and Slough, and will report in 2015/16.

LSTF extension bid - The Department for Transport have invited LSTF authorities to submit an extension application for additional funding for the remaining LSTF period (that ends March 2015). Authorities that are on track with delivery are encouraged to apply for LSTF extension funding where they are confident of delivering additional elements within the timeframe. The County Council submitted a bid in the Autumn of 2013.

LSTF Second Round (2015/16) - The Government has announced funding for a second round of Local Sustainable Transport Fund (LSTF2) for the single year 2015/16. Local Authorities are being encouraged by the DfT to start identifying potential projects for the 2015/16 allocation and discuss these with the Local Enterprise Partnership (LEP). It was announced in July 2014 that Hertfordshire was unfortunately unsuccessful in securing funding on this occasion.

DfT has published an LSTF annual output report for the financial year 2012/13, in which Hertfordshire’s workplace travel planning with Maylands Business park featured in the report, noting the successes in reducing single occupancy car by 5% and raising levels of walking and bus patronage, to 2% and 6% respectively.

DfT Circular 01/2013 – Setting Local Speed Limits
In January 2013, the Department for Transport revised guidance aimed at local transport authorities who are responsible for setting speed limits on local
roads. Traffic authorities are asked to keep their speed limits under review with changing circumstances and to consider the introduction of more 20mph limits and zones, over time, in urban areas and built-up village streets.

Hertfordshire County Council will be revising the LTP3 Speed Management Strategy in the Autumn of 2013 to reflect this new guidance.

**DfT Door to Door Strategy**
The Department for Transport published its new Door to Door Strategy in March 2013, a vision for integrated sustainable journeys to help create growth and cut carbon by making it easier and more convenient to make whole journeys by sustainable transport. The strategy sets out what is wanted from transport providers and what is happening across the department to support Door to Door journeys.

**High Speed 2**
HS2 Ltd is progressing with plans to build a new high speed railway between London and Birmingham (and subsequently beyond). The route cuts through the south-west corner of Hertfordshire, south of Maple Cross, and is to have no stations in Hertfordshire. Journey times would be slashed as a result of HS2 and it would provide improved journey times on the connecting mainline services.

HS2 Ltd will be publishing a draft Environmental Statement for public consultation in early May 2013. It is expected that this consultation will include likely significant impacts, as well proposed mitigation measures and design refinements. The Environmental Statement will form part of the Hybrid Bill which will be presented to Parliament in December 2013.

**Crossrail 2**
This north-east to southwest route through London was identified in the Mayor of London’s Transport Strategy as being able to help provide additional capacity for London’s growing population and for the predicted increase in use of National Rail lines into the major London terminals.

Transport for London will be consulting in Spring 2013 on 2 proposals for further development for Crossrail 2. Option A involves an automatic metro scheme within the London boundary, and Option B is a similar new tunnel under London but it would join existing surface rail lines in Surrey and Hertfordshire (It is understood that TfL currently favour option B). Following consultation, this should lead to a preferred route alignment being confirmed and safeguarded during 2014. If funding is secured and statutory processes completed in reasonable timescales construction would start in the early 2020’s with completion in the early 2030’s.

In parallel with TfL’s work, in February 2013, proposals were released in a report by London First, around the businesses preferred route for Crossrail 2. Under the preferred options one of the branches would run on the Lea Valley mainline, possibly as far as Hertford East. The report urges TfL and DfT to act fast to ensure businesses do not miss out on this opportunity.
4. **LOCAL CAPITAL EXPENDITURE 2012/13**

The aim of the County Council is to ensure that the best use is made of the limited financial resources that are available for transport schemes. This is achieved by ensuring that all expenditure is directed towards delivering the LTP3 challenges and targets, that the County Council works together with partner organisations, and that all additional sources of funding are pursued.

The table below shows transport expenditure against the LTP3 Indicators and other major projects.

<table>
<thead>
<tr>
<th>Scheme Description</th>
<th>Total Funding (£000’s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>1,783</td>
</tr>
<tr>
<td>Bridge Maintenance</td>
<td>1,274</td>
</tr>
<tr>
<td>Bus Service User Satisfaction (BSUS)</td>
<td>1,029</td>
</tr>
<tr>
<td>Congestion</td>
<td>268</td>
</tr>
<tr>
<td>Croxley Rail Link</td>
<td>2,000</td>
</tr>
<tr>
<td>Cycle Trips</td>
<td>1,495</td>
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<tr>
<td>Footway Condition</td>
<td>3,647</td>
</tr>
<tr>
<td>Hatfield Station Interchange</td>
<td>59</td>
</tr>
<tr>
<td>Intelligent Transport Systems (ITS)</td>
<td>2,736</td>
</tr>
<tr>
<td>Mode Share Of Journeys To School</td>
<td>309</td>
</tr>
<tr>
<td>Non-Principal Road Condition</td>
<td>24,046</td>
</tr>
<tr>
<td>Principal Road Condition</td>
<td>3,137</td>
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<tr>
<td>Passenger Transport Information User Satisfaction (PTIUS)</td>
<td>306</td>
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<tr>
<td>Passenger Transport Patronage (PTP)</td>
<td>44</td>
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<tr>
<td>Quality Of Life</td>
<td>200</td>
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<tr>
<td>Royston &amp; Hitchin Railway Station</td>
<td>138</td>
</tr>
<tr>
<td>Safety</td>
<td>628</td>
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<tr>
<td>Traffic Signals</td>
<td>808</td>
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<tr>
<td>Speed Limit Compliance</td>
<td>408</td>
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<tr>
<td>Street Lighting</td>
<td>2,918</td>
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<tr>
<td>Prior year &amp; other miscellaneous schemes</td>
<td>1,687</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>48,920</strong></td>
</tr>
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</table>

**Sources Of Funding**

<table>
<thead>
<tr>
<th>Sources Of Funding</th>
<th>Total Funding (£000’s)</th>
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</thead>
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<tr>
<td>County Capital</td>
<td>18,975</td>
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<tr>
<td>Capital Grants</td>
<td>27,743</td>
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<tr>
<td>Third Party Contributions</td>
<td>2,201</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>48,920</strong></td>
</tr>
</tbody>
</table>
5. CONCLUSION AND FURTHER INFORMATION

This report is a summary of what has been delivered over the period April 2012 to March 2013, and identifies key issues facing the County Council during the delivery of the second year of LTP3.

There are also a number of other transport documents that you may find useful, including:

Local Transport Plan 3 & Supporting Strategies
www.hertsdirect.org/ltp

Local Transport Plan Information Bulletins
www.hertsdirect.org/ltp

Urban Transport Plans
http://www.hertsdirect.org/services/transtreets/tranpan/tcatp/

Traffic & Transport Data Report
www.hertsdirect.org/ttdr