

**HERTFORDSHIRE COUNTY COUNCIL**

**CABINET  
MONDAY, 14 MAY 2018 AT 2.00PM**

Agenda Item  
No.

**5**

**APPROVAL OF LOCAL TRANSPORT PLAN**

Report of the Chief Executive

Author: Rajesh Kungur, Senior Transport Planning and Policy Officer, Strategic Transport and Rail  
(Tel: 01992 555282)

Executive Member: Derrick Ashley, Environment, Planning & Transport

**1. Purpose of report**

To consider proposed amendments to the draft Local Transport Plan 4 following public consultation.

**2. Summary**

- 2.1 The Draft Local Transport Plan was subject to public consultation for the 12 weeks up to 23 January 2018, from which nearly 700 responses were received.
- 2.2 The consultation response showed support for the overall direction of the Local Transport Plan 4.
- 2.3 Work has been focused on analysing the consultation responses resulting in some recommended amendments to the draft Local Transport Plan 4.
- 2.4 Given the largely positive feedback received, the draft Local Transport Plan 4 has few minor amendments. However, the consultation responses included some key themes and additional requests for Sustainable Travel Towns, additional supporting documents and minor amendments to policies.
- 2.5 A list of key themes and recommended changes to the draft Local Transport Plan 4 is attached at Appendix A.
- 2.6 A copy of the draft Local Transport Plan 4 highlighting recommended changes is attached at Appendix B.
- 2.7 A full summary of consultation responses has also been produced. Printed copies have been placed in the Members' Room.

### **3. Recommendations**

- 3.1 The Environment, Planning and Transport Cabinet Panel considered a Report on this item of business at its meeting on 24 April 2018. The Panel noted the consultation responses and the recommended changes to the draft Local Transport Plan 4, as attached at Appendices A and B and recommended to Cabinet that Cabinet agrees:
- i) that the Local Transport Plan 4 supporting documents should include a new Rural Transport Strategy;
  - ii) that an Electric Vehicle technical report be produced with consideration for an Electric vehicle strategy at a later date; and
  - iii) to recommend to full Council that it adopts the draft Local Transport Plan 4, attached at Appendix B.

### **4. Background**

- 4.1 The Local Transport Plan is a statutory document which provides a countywide transport strategy and forms part of the County Council's policy framework. In 2014, the Highways and Waste Management Cabinet Panel endorsed a proposal to update the current Local Transport Plan to develop a new spatial transport vision for the county.
- 4.2 The Local Transport Plan is the formal document that the County Council is required to produce as a Highways Authority. This will set out all the policies on transport that will guide the County Council and other stakeholders as well as setting out the major transport schemes which the county council will either support or directly deliver.
- 4.3 The key role of the Local Transport Plan will be to support the sustainable delivery of the growth set out in the 10 Local Plans in the county, through its policies and major transport proposals. In the longer term however the role of the Local Transport Plan should also be to help shape spatial planning in the county in the future.
- 4.4 Following a series of technical studies and consultations to develop a Transport Vision, individual policies and strategic schemes, a draft Local Transport Plan 4 was presented to the Environment, Planning and Transport Cabinet on 5 October 2017.
- 4.5 Subsequently a draft for consultation was approved by Cabinet on 23 October 2017. A public consultation was then held for 12 weeks for the period 31 October 2017 to 23 January 2018.
- 4.6 At their meeting in 9 March 2018, the Environment, Planning and Transport Cabinet Panel were updated on the feedback received from

the 2017 Local Transport Plan 4 consultation and discussions were held over the possible amendments to the content of the new LTP.

- 4.7 A subsequent Environment, Planning and Transport Cabinet Panel meeting was held on 24 April 2018, where the proposed amendments to the content of the LTP were discussed and considered. The amendments to the content of the LTP discussed are highlighted in this paper.
- 4.8 The Local Transport Plan has a series of supporting documents which will provide further detail on particular topics and geographic areas. It is expected that the documents will be completed within 18 months following the adoption of the Local Transport Plan.

## **5. Strategic Assessments**

- 5.1 The development of the Local Transport Plan has been informed by a Strategic Environmental Assessment (SEA) and a Habitats Regulation Assessment (HRA). The undertaking of an SEA on any plans likely to have a significant effect on the environment is a legal requirement (EU Directive). There is also a legal requirement to undertake a HRA on the LTP.
- 5.2 Overall the Local Transport Plan's emphasis on a transition away from a highway capacity enhancement and the stronger support for modal shift and behaviour change will have beneficial implications for the environment and equalities. The SEA has not flagged up any significant issues requiring changes to the content of the LTP, although it makes a number of recommendations to be addressed during the development of the LTP4 daughter documents or schemes. The HRA concluded the LTP4 Strategy would not have an adverse effect, but made recommendations that some schemes would require further assessment when they are further developed.
- 5.3 The SEA was published alongside the draft Local Transport Plan during public consultation.

## **6.1 Consultation Key Themes and Requests**

- 6.1 The key emerging issues raised from the public consultation and requests for policy and scheme amendments were as follows;

### Rural Transport Needs

As well as responses from the consultation noting an under-representation of rural transport needs in the Local Transport Plan, the Strategic Environmental Assessment also recommended the need for a rural transport strategy. The County Council currently hold a Rural Transport Strategy which was adopted in 2012 however; this is not

included in the proposed list of Local Transport Plan 4 supporting documents. It is recommended that an update or a new Rural Transport Strategy is developed given the prominence currently placed on urban transport and given the loss of public transport in rural areas which creates the potential for isolation especially of the elderly.

### Electric Vehicles

Responses to the consultation raised questions on technical issues regarding electric vehicles and the requirement for more explanation, context and what the practical implications might be. Given the current importance placed on electric vehicles it is recommended that a technical report is produced with consideration following this for an electric vehicle strategy.

- 6.2 The consultation raised a number of requests for proposed Sustainable Travel Towns which would expand the current list of Sustainable Travel Towns.
  - 6.2.1 As the concept and criteria of what constitutes a Sustainable Travel Town in Hertfordshire is still evolving, it is recommended that the current list of all named Sustainable Travel Towns is removed from the LTP until a definitive set of criteria is developed.
  - 6.2.2 Officers are currently developing a set of criteria for identifying what elements a Sustainable Travel Town will need to include and the level of support they will require from District and Borough Councils. This will be considered by the Environment, Planning and Transport Panel at a future meeting. It is envisaged that not all settlements will need to be a Sustainable Travel Town in order to deliver appropriate sustainable transport measures.
- 6.3 Requests were made for an Air Quality Transport Strategy. This is currently being considered at a corporate level in the council. It is believed that input from a transport perspective will be beneficial and an update will be provided shortly.
- 6.4 Open ended responses from the consultation have been collated and analysed. Whilst the majority of responses can be acknowledged and answered, some responses form grounds to amend to the context of the draft Local Transport Plan and have resulted in proposed amendments to the document. The full list of recommended changes can be found in Appendix A.

## **7. Performance Indicators**

- 7.1 Policy monitoring and related performance Indicators have been reviewed and simplified. It is proposed that the monitoring section of

the Local Transport Plan 4 will be updated with the following performance indicators;

<b>Performance Indicator</b>		<b>Policy</b>	
<b>1</b>	Percentage of sustainable mode share for Hertfordshire residents	1) 3) 4) 7) 8) 9) 10)	Transport User Hierarchy Travel Plans and Behaviour Change Demand Management Active Travel Walking Active Travel Cycling Buses Rail
<b>2</b>	Percentage of new developments within 30 minutes by public transport of key services	2) 6)	Influencing Land Use Planning Accessibility
<b>3</b>	Percentage of passengers travelling to airports by non-car modes (Luton and Stansted)	11)	Airports
<b>4</b>	Journey time reliability in Hertfordshire	12)	Network Management
<b>5</b>	Speed limit compliance - Percentage on compliance of speed limits	15)	Speed Management
<b>6</b>	KSIs - Total number of people killed or seriously injured on Hertfordshire's roads	17)	Road Safety
<b>7</b>	Number of ULEV vehicles registered in Hertfordshire	19)	Emissions Reductions
<b>8</b>	Overall roads condition index for Hertfordshire's roads	22)	Asset management

## 8. Changes to Policy Wording

8.1 The recommended changes to policy wording in the Local Transport Plan are listed below;

<b>LTP4 Section</b>	<b>Current Policy Wording</b>	<b>Recommended Wording</b>
Chapter 6 - Policy 5 (development management)  Page 53	Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users.	New wording;  "Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure."

<p>Chapter 6 - Policy 9 (Buses)</p> <p>Page 66</p>	<p>The county council will promote and support bus services to encourage reduced car use by:</p> <p>d) Procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs.</p> <p>e) Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve multi-modal interchange, accessibility and the journey experience.</p>	<p>New wording;</p> <p>The county council will promote and support bus services to encourage reduced car use by:</p> <p>d) "Reviewing, procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs. Review existing services and take account of enhanced security provision."</p> <p>e) "Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve multi-modal interchange, accessibility, security and the journey experience."</p>
<p>Chapter 6 - Policy 13 (New roads and Junctions)</p> <p>Page 75</p>	<p>The county council will design new transport infrastructure, following application of the Transport User Hierarchy, to manage existing demand and that of planned development. Future capacity that may be required beyond this could be safeguarded but should not be released until necessary to avoid inducing demand.</p>	<p>New wording;</p> <p>"The county council will work closely with partners including Highways England, districts and major scheme developers to design new transport infrastructure, following application of the Transport User Hierarchy, to manage existing demand and that of planned development. Future capacity that may be required beyond this could be safeguarded but should not be released until necessary to avoid inducing demand.</p>
<p>Chapter 6 - Policy 21 (Environment)</p> <p>Page 87</p>	<p>The county council will seek to:</p> <p>c) Minimise the visual intrusion of highway signage and number of signs in order to reduce clutter.</p>	<p>New wording;</p> <p>The county council will seek to:</p> <p>c) "Minimise the visual intrusion of highways infrastructure in order to reduce street clutter."</p>

8.2 Supporting documents are expected to include further performance indicators.

## 9. Next Steps

9.1 The final draft Local Transport Plan 4 document will be presented to County Council on 22 May 2018 for approval and adoption of the final document.

9.2 A progress report will be produced annually to monitor the performance of the Local Transport Plan 4.

## **10. Financial Implications**

- 10.1 The LTP is aspirational rather than a commitment and schemes will only be progressed as funding becomes available. However, in order to ensure delivery of the LTP objectives it will be important that the County Council seeks significant external funding. One of the responsibilities of the new Growth and Infrastructure unit will be to identify possible new funding sources and to bid for resources.
- 10.2 Funding will also need to be sought from existing funding sources such as Section 106 contributions.
- 10.3 Requirements for County Council funding will be considered through the IP process on an annual basis.

## **11. Equality Implications**

- 11.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 11.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 11.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 11.4 The development of the Local Transport Plan has been subject to an Equalities Impact Assessment from the Transport Vision stage to the current draft Local Transport Plan 4 stage, attached at Appendix C. This process has informed the content of the Plan and minimal equalities impacts have been identified in the content of the Draft Plan.
- 11.5 The overall message of the draft Local Transport Plan 4 is to challenge the growth and dominance of individual car use, and addressing the socio-economic inequalities and transport issues that arise with an aging population. The objectives of the Draft Plan include enhancing

connectivity and accessibility for all. Also providing information on transportation matters in formats that all groups can access.

- 11.6 The other key dimension to addressing equality issues will be the review of the Accessibility Strategy, which is programmed to be completed to coincide with the final adoption of the Local Transport Plan 4. As part of Review of the Accessibility strategy there will be an updated audit of essential services for transport disadvantaged groups.