Officer suggested changes to the draft Local Transport Plan arising from the public consultation

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 1 - Introduction	12	Cross-border working		New paragraph: The Council will aim to work closely with our neighbours for improved cross border and cooperative working. This is particularly important due to the significant levels of housing growth expected in Hertfordshire and neighbouring authorities
Chapter 1 - Introduction	12	Highways interventions still required	A blended strategic approach combining improvements in walking, cycling, passenger transport and highways provision is seen as optimum, accompanied by efforts to achieve travel behaviour change. Although this approach was common to previous LTPs it has not achieved modal shift. The new plan seeks to go further in striking a more appropriate balance between highway provision and support for more sustainable modes of travel.	Amended wording: Whilst highways intervention will still be required, a blended strategic approach combining improvements in walking, cycling, passenger transport and highways provision is seen as optimum, accompanied by efforts to achieve travel behaviour change. Although this approach was common to previous LTPs it has not achieved modal shift. The new plan seeks to go further in striking a more appropriate balance between highway provision and support for more sustainable modes of travel.
Chapter 2 – The Local Transport Plan	13	Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA)		New Paragraph: The development of the LTP4 has been informed by a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA). SEAs and HRAs underwent public consultations and the undertaking of an SEA on any plans are 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 LTP4.
Chapter 2 - Supporting documents	13	Improve references to supporting documents	The LTP comprises this strategy document and a suite of supporting documents. These supporting documents are focussed on either specific aspects of transport service delivery (such as walking and cycling) or specific locations where more in depth analysis is required regarding localised issues and options. Most of the supporting documents will be published by 2019. Some Growth and Transport Plans may not be completed until 2020. Each of these documents is likely to be updated every five years. In some cases the supporting documents will include operational policies in other cases they will be only guidance.	New wording; "The LTP comprises this strategy document and a suite of subsequent supporting documents. The supporting documents build on the strategic level information set out within this document, providing further detail and focusing on either specific aspects of transport service delivery (such as walking, cycling and Rights of Way) or specific geographical areas or locations where more in depth analysis is required regarding localised issues and options. In some cases, supporting documents will include operational policies (such as those within the Network Management Strategy) in other cases they will be

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
				guidance. It is intended that most of the supporting documents will be published by 2019 however; there may be exceptions such as some of the Growth and Transport Plans which may not be completed until 2020. Supporting documents are likely to be updated on a five yearly basis."
Chapter 2 - The Local Transport Plan	14	Include air quality strategy in supporting documents diagram Fig 2.1		Include air quality strategy in supporting documents diagram Fig 2.1
Chapter 3 - Challenges and Opportunities	17	Remove London Plan bullet point	The new London Plan expected by the end of 2017, with the possibility of population growth being exported to the wider south east if London is unable to deliver sufficient growth in its own boundary.	New wording; "The new draft London Plan aims to accommodate all London's Growth within its boundaries however, it also identifies an interest in working with willing partners beyond London to explore potential for housing growth in sustainable locations."
Chapter 3 - Challenges and Opportunities	17	Update passengers per annum figures	Luton Airport – Planning permission to expand from 12 million passengers per annum (mppa) to 18 mppa, a level expected to be reached within 5 years based on its current rate of growth.	Updated figures with new paragraph: Making the best use of the existing runway with assessments identifying the capacity of the existing runway being 36-38 mppa, or in the region of 240,000 aircraft movements per year.
Chapter 3 – Challenges and Opportunities	24	Change map title – figure 3.7	Hertfordshire Express Coach Services	Change map title to; "Hertfordshire Bus and Coach Service Provision"
Chapter 4 - Land Use Planning	33	Additional text on land use planning required.		New paragraph; "Land use planning activity is currently managed by the District and Borough Councils. While transport is a vital factor when selecting sites for development, it is weighed up among other criteria for an overall planning balance. Further information can be found by reading the National Planning Policy Framework and Local Plans."

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 5 - LTP Themes, Objectives and Principles	39	Amend wording	The county has its own university, a proud modern history in town planning and engineering, a thriving film and science industry, and is home to an array of historical sites and buildings exemplified by the city of St Albans.	New wording; "The county has its own university, a proud modern history in town planning and engineering, a thriving film and science industry, and is home to an array of historic sites and buildings exemplified by the city of St Albans."
Chapter 5 - LTP Themes, Objectives and Principles	39	Amend wording	Hertfordshire is an attractive place to live with a rich and varied natural and built environment.	New wording; "Hertfordshire is an attractive place to live with a rich and varied natural, historic and built environment."
5. LTP Themes, Objectives and Principles	40	Amend wording to support demand management	Towns highly accessible by car with typically ample and relatively low cost car parking encouraging access by car	New wording; "Towns highly accessible by car with typically ample and relatively low cost car parking encouraging access by car. Demand management could be considered as set out in policy 4."
Chapter 6 - Policy 1 (Transport User Hierarchy)	45	Definition of Passenger Transport		New sentence to define passenger transport; "In this policy context, passenger transport refers to transport available for use by the general public including bus, coach, rail and taxis."
Chapter 6 - Policy 1 (Transport User Hierarchy)	46	Add Rights of Way Improvement Plan as a relevant Supporting Document to list	Relevant Supporting Documents • Active Travel Strategy • Growth and Transport Plans • Highways Infrastructure Asset Management Plan • Intalink Bus Strategy • Network Management Strategy • Roads in Hertfordshire • Road Safety Strategy	Additional supporting document; Relevant Supporting Documents • Active Travel Strategy • Growth and Transport Plans • Highways Infrastructure Asset Management Plan • Intalink Bus Strategy • Network Management Strategy • Roads in Hertfordshire • Road Safety Strategy • "Rights of Way Improvement Plan"

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 6 - Policy 3 (Travel Plans)	48	Hospital parking		New paragraph required acknowledging issues of hospital parking; "The County Council will work with hospitals to develop suitable travel plans."
Chapter 6 - Policy 3 Travel Plans and Behaviour Change	50	Define 'short distance'	Additionally there is a lot of short distance interurban commuter travel in Hertfordshire, that could readily transfer to rail, bus or car share.	New wording; "Additionally there is a lot of short distance interurban commuter travel in Hertfordshire under 10 miles, that could readily transfer to rail, bus or car share."
Chapter 6 - Policy 5 (development management)	53	Amend wording as it is currently incomplete	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."
Chapter 6 - Policy 5 (development management)	53	Amend policy wording to take into account car-free developments which will not require charging points.	The county council will to work with development promoters and the district and borough councils to: h) Ensure new developments provide facilities for charging plug-in and other Ultra Low Emission vehicles, as well as shared mobility solutions such as car clubs.	New wording: The county council will to work with development promoters and the district and borough councils to: h) "Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and autonomous vehicles."
Chapter 6 - Policy 5 (Development Management	54	Add Rights of Way Improvement Plan as a relevant Supporting Document to list	Relevant Supporting Documents • Growth and Transport Plans • Network Management Strategy. • Roads in Hertfordshire • Speed Management Strategy	Additional supporting document; Relevant Supporting Documents • Growth and Transport Plans • Network Management Strategy. • Roads in Hertfordshire • Speed Management Strategy • "Rights of Way Improvement Plan"

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 6 - Policy 6 (accessibility)	55	Take into account disabled travellers and drivers equally		Add new bullet point supporting EQiAs to take into account disabled travellers and drivers; Commissioning Groups support a range of door to door transport services, including; • "Enabling disabled residents to retain their independence and access local services via private car ownership."
Chapter 6 - Policy 6	55	Define key area for figure 6.1		New sentence to define a key centre (added as note to fig 6.1); "Key centres have been determined based on population size and employment opportunities."
Chapter 6 - Policy 7 (Active Travel)	60	Additional barriers to walking suggested	Barriers to walking and cycling are similar – they come under the broad categories of safety and security factors, lack of physical infrastructure, social and cultural attitudes, and a lack of knowledge, awareness, training or education.	New wording; "Barriers to walking and cycling are similar –they come under the broad categories of safety and security factors, lack of physical infrastructure, social and cultural attitudes, weather conditions, purpose of the journey (e.g. carrying shopping), topography, health and a lack of knowledge, awareness, training or education."
Chapter 6 - Policy 7 (Active Travel)	61	Additional Paragraph		New Paragraph; "As a general principle it would be appropriate to provide enhanced infrastructure to encourage walking and cycling for journeys up to 3 miles within towns and up to 10 miles between towns but the local requirement will be determined by the tools referred to above."
Chapter 6 - Policy 9 (Buses)	66	New Paragraph to explain coordinating scheduling of buses and trains		New paragraph; "The County Council will work with Intalink Partnerships and other bus and rail operators to improve multi-modal interchange and coordinate scheduling bus services with rail services and also integrate with partners such as TfL to support current and new bus services. "

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 6 - Policy 9 (Buses)	66	Amend policy wording policy 9 point d and e	The County Council will promote and support bus services to encourage reduced car use by: d) Procuring and supporting cost effective and efficient bus services to improve accessibility and respond to existing and potential passenger needs. 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.	New wording; The County Council will promote and support bus services to encourage reduced car use by: 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." e) "Working with a wide range of partners through the Intalink Quality Partnership to achieve improvements in facilities and services to improve the end to end journey by multi-modal interchange, accessibility, security and the journey experience."
Chapter 6 - Policy 9 (buses)	67	Explain what a core bus network is		Add new paragraph (added as note to fig 6.4); "The Core Bus Network is where HCC will focus infrastructure investment to aid bus services. The delivery of bus services is predominantly by commercial operators, and over a much wider network in Hertfordshire."
Chapter 6 - Policy 10 (Rail)	70	Additional text to support Stevenage railway station and Broxbourne's proposed new station at Turnford and Park Plaza.		New sentence; "The Council will support improvement proposals to the experience of using Stevenage railway station as well as the fifth platform. In addition it will support the proposals for Broxbourne's new stations at Turnford and Park Plaza."
Chapter 6 - Policy 10 (Rail)	70	Additional text to support working with rail companies to work up schemes in accordance with the rail industry's capital investment	There are a number of national and regional rail proposals planned which will influence rail travel in and around Hertfordshire. These include Crossrail 2 and High Speed Rail 2 (HS2). The council will seek to maximise opportunities arising from these schemes, the Rail Strategy will contain further detail.	New sentence; There are a number of national and regional rail proposals planned which will influence rail travel in and around Hertfordshire. These include Crossrail 2 and High Speed Rail 2 (HS2). The council will seek to maximise opportunities arising from these schemes, the Rail Strategy will contain further detail.

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
		programmes. Also include dates for key stages in operator's programmes for Hertfordshire.		"In addition, the council will support working with rail companies in accordance with the Rail Industry's Capital Investment Programme."
Chapter 6 - Policy 10 (Rail)	70	Additional text in policy context to support Chiltern Line		Additional sentence "The council identifies the movement by rail on the Chiltern line from Aylesbury to London as a main link to London and supports improvement proposals to the line speeds and capacity".
Chapter 6 - Policy 11 (Airports)	71	Define 'short distance'	Hertfordshire has two major civil airports immediately over its borders, London Stansted to the east in Essex and London Luton to the west in Bedfordshire, plus Heathrow a relatively short distance to the south-west of the county.	New wording; "Hertfordshire has two major civil airports adjacent to its borders, London Stansted to the east and London Luton to the west, plus Heathrow a relatively short distance of under 20 miles from the south-west of the county."
Chapter 6 - Policy 11 (Airports)	71	New wording required on smaller privately owned airfields		New sentence; "The Council recognises the importance of smaller, local privately owned airfields to the economy, leisure, training and emergency needs. These provide much needed connectivity for business travellers and locations in and outside of Hertfordshire."
Chapter 6 - Policy 11 (Airports)	71	Update passengers per annum figures	Luton also has an airport expansion programme underway, with a redesigned terminal, new car park and further jobs to be created as it increases yearly passenger numbers from 12million to 18million by 2020.	Amended wording: Luton Airport's vision to 2050 is to make the best use of the existing runway to provide maximum benefit to the local and sub-regional economy, to deliver good levels of service, and to actively manage environmental impacts at the local and wider levels, committing to responsible and sustainable development. The capacity of the existing runway is 36-38 mppa, or in the region of 240,000 aircraft movements per year.

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 6 - Policy 13 (New roads and Junctions)	75	Amend context wording to include existing roads also.	Over the next 15 years the scale of housing and traffic growth will mean there are limits to the approach outlined so far in terms of managing the highway network, and some new roads and upgraded junctions may be required. It is important that increasing road network capacity is not the default option.	New wording; "Over the next 15 years the scale of housing and traffic growth will mean there are limits to the approach outlined so far in terms of managing the highway network, and some new roads and upgraded junctions on existing roads may be required. It is important that increasing road network capacity is not the default option."
Chapter 6 - Policy 13 (New roads and Junctions)	75	Amend wording to the policy to include working with major developers and districts.	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.	New wording; "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.
Chapter 6 - Policy 19	82	Amended wording	Emissions from vehicle tailgate emissions which impact on human health are specifically nitrogen dioxide (NO2) and particulates (PM10 and PM2.5).	New wording; "Emissions from vehicle tailpipes that impact on human health are specifically nitrogen dioxide (NO2) and particulates (PM10 and PM2.5), however, wear of tyres and brake linings also contribute significantly to the levels of airborne particulates."
Chapter 6 - Policy 21 Environment	85	Amend wording	Currently the economic case for setting up charging CAZ in Hertfordshire similar to the scheme in central London is not feasible,	New wording; "Currently there is no economic case for setting up charging CAZ in Hertfordshire similar to the scheme in central London."
Chapter 6 - Policy 21 (Environment	86	Key rivers and waterways list on page 86 will be removed due to additional requests. List will too exhaustive if all are included with no indication		Remove wording; "The key rivers and waterways are: • Lea • Mimram • Colne • Gade • Beane • Grand Union Canal"

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
		of which particular waterways/rivers are 'key'.		
Chapter 6 - Policy 21 (Environment	87	Amended wording - Suggested that Highway clutter is not just signs and signage.	The County Council will seek to: c) Minimise the visual intrusion of highway signage and number of signs in order to reduce clutter.	New wording; The County Council will seek to: c) "Minimise the visual intrusion of highways infrastructure in order to reduce street clutter."
Chapter 6 - Policy 21 (Environment	87	Amended wording - Policy does not identify where works can enhance an area.	Highway infrastructure can also impact upon the aesthetics of the local environment.	New wording; "Highway infrastructure can also impact upon the aesthetics of the local environment. Whilst this can be a negative impact, it must be recognised that it can also enhance an area and its environment."
Chapter 7 - Corridors	95	Re-word Abbey Line paragraph	The Abbey Line branch railway provides a connection between St Albans and Watford. There is significant travel demand by road and rail into London.	Replace current paragraph with; "There is significant travel demand by road and rail into London. The Abbey Line branch railway provides a connection between St Albans and Watford with significant onward commuter travel to London."
Chapter 7 - Corridors	98	Hertford sustainable growth inclusion and by-pass	Supporting the sustainable delivery of housing growth, particularly at Hemel Hempstead, Watford, St Albans, Welwyn Hatfield district, Ware and the new Garden Town at Gilston north of Harlow.	Replace current paragraph with; Supporting the sustainable delivery of housing growth, particularly at Hemel Hempstead, Watford, St Albans, Welwyn Hatfield district, Hertford, Ware "and the new Harlow and Gilston Garden Town".
Chapter 7 - Corridors	98	Additional bullet point for east west connectivity in corridor 5		New bullet point; • "Support improving east-west connectivity across the county as part of the A414 Corridor Strategy."

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
Chapter 7 - Major Schemes	101	Quality of Map - Figure 7.1		Change to Figure 7.1; Resolution and quality of the map will be improved and the scheme map will be made more obvious that it relates to the scheme table on page 102/103. A more comprehensive key will be produced.
Chapter 7 - Major Schemes	103	Cross Rail 2		Change time frame in scheme table for Cross Rail 2 to "long term".
Chapter 7 - Major Schemes	104	Sustainable Travel Towns wording change	Sustainable Travel Towns Bishop's Stortford, Broxbourne, Hatfield, Hemel Hempstead, Hertford, St Albans, Stevenage, Watford and Welwyn Garden City Status: Concept Lead Authority/ Promoter: Hertfordshire County Council Comprehensive packages of schemes and behaviour change initiatives aimed at achieving a significant modal shift to non-car modes and reduction in single occupancy car use. Packages could feature improved cycling, walking and passenger transport infrastructure and service levels, in combination with initiatives such as travel planning and marketing. The application of park and ride and other parking demand management approaches should also be considered as these would complement other improvements in passenger transport, and improved provision for sustainable modes in the towns. Implementation is scalable with flexibility over implementation timescales, level of mode shift targeted and package composition. Sustainable Travel Towns provide the potential for greater housing density and car free development, and therefore could support the future delivery and development of local land use plans. Scheme details will be included in the LTP4 Growth and Transport Plans.	Sustainable Travel Towns Status: Concept Lead Authority/ Promoter: Hertfordshire County Council Comprehensive packages of schemes and behaviour change initiatives aimed at achieving a significant modal shift to non-car modes and reduction in single occupancy car use. Packages could feature improved cycling, walking and passenger transport infrastructure and service levels, in combination with initiatives such as travel planning and marketing. The application of park and ride and other parking demand management approaches should also be considered as these would complement other improvements in passenger transport, and improved provision for sustainable modes in the towns. Implementation is scalable with flexibility over implementation timescales, level of mode shift targeted and package composition. Sustainable Travel Towns provide the potential for greater housing density and car free development, and therefore could support the future delivery and development of local land use plans. "The detailed criteria for any settlement being included in the Sustainable Travel Towns programme will be subject to further local discussion to ensure that they have the full support of key stakeholders and the wider community."
Chapter 7 - Major Schemes	106	Hertford Bypass – remove wording	The scheme should enable further growth of Hertford beyond that currently included in the emerging East Hertfordshire Local Plan. This should be a consideration in the further development of the scheme given its potential to strengthen the case for the scheme and fund its delivery. As with other Sustainable Travel Towns this scheme also provides the potential for greater housing density and car free development in the town, which should also be a consideration in Local Plan development. The scheme will be investigated further as part of the A414 Corridor Strategy.	Wording removed: ~~The scheme should enable further growth of Hertford beyond that currently included in the emerging East Hertfordshire Local Plan. This should be a consideration in the further development of the scheme given its potential to strengthen the case for the scheme and fund its delivery.~~ As with other Sustainable Travel Towns this scheme also provides the potential for greater housing density and car free development in the town, which should also be a consideration in

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
				Local Plan development. The scheme will be investigated further as part of the A414 Corridor Strategy.
Chapter 8 – Implementation Plan	107	Implementation Plan	The LTP4 Implementation Plan will outline a programme of interventions which the county council intends to deliver over the short, medium and long term (10 years +) to deliver policies and objectives outlined in this strategy. It will be a live, web based plan to ensure it is up to date.	Amended wording: The LTP4 Implementation Plan will outline a programme of interventions which the county council intends to deliver over the short, medium and long term (10 years +) to deliver policies and objectives outlined in this strategy. The major projects can currently be found in the LTP4 in chapter 7 and shorter term projects can be found by visiting the Highways, Roads and Pavements webpage on the Hertfordshire County council website.
Chapter 8 - Funding	108	Add funding section		New paragraph; "The County Council will seek to obtain significant levels of external funding to deliver the objectives of this plan"
Chapter 8 - Funding	110	Inclusion of crowd-funding	Crowd funding	Remove bullet point for 'crowd funding' as a funding source until investigated further for its suitability and legality for HCC projects.
Chapter 8 - Funding	110	Inclusion of EU	Bids for grant funding offered by the European Union	Retain the EU funding bullet point but review the case for EU funding as Brexit talks develop.
Major schemes, corridors and Funding chapters	95, 103 and 109	Metropolitan Line Extension references	Extension and diversion of Metropolitan Line trains to serve Watford Junction and Watford HighStreet Stations, with two new stations at Cassiobridge and Vicarage Road. The existing Watford Metropolitan Line Station would be closed. Funding yet to be fully secured.	Change timescale on scheme table for MLX to from short to 'short/medium'. Change current wording in scheme table to; Extension and diversion of Metropolitan Line trains to serve Watford Junction and Watford HighStreet Stations, with two new stations at Cassiobridge and Vicarage Road. The existing Watford Metropolitan Line Station would be closed. Scheme is currently held in abeyance whilst new funding models and scheme options are explored.
Include Hitchin Curve to Maps	8, 101 and 103			Update transport proposals maps and table to include the Hitchin Curve.

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
All	All	The use of the phrase 'supporting documents' is not suitable		Change all reference of 'daughter documents to 'supporting documents'
Chapter 6 – all policies	111 and all chapter 6 policy performance indicators	Monitoring Performance indicators removed from chapter sections and replaced	All policies in chapter 6 which include performance indicators have been updated and will be replaced along with the performance indicator by theme table on page 111. (Page 52) Policy 4: Demand Management • Countywide levels of car ownership • Percentage of work journeys made by non-car modes • Percentage of school journeys made by non-car modes • Distance of journeys made by non-car modes • Percentage of new development within 30 minutes of passenger transport services (Page 58) Policy 6: Accessibility Perceived ease of access to various key services and destinations (e.g. hospitals, education and work) As part of the LTP4 Accessibility Strategy additional accessibility indicators will be developed. (Page 64) Policy 7: Active Travel - Walking (Page 64) Policy 8: Active Travel – Cycling • Percentage of all journeys under 1 mile in length by walking • Percentage of all journeys under 5 miles in length by cycling • Percentage of the total length of footpaths and other rights of way that were considered easy to use by members of the public • Percentage of children walking to school • Pedestrians and cyclist road casualty statistics • Public satisfaction with walking and cycling provision (Page 69) Policy 9: Buses • Number of bus passenger journeys per year • Percentage of journeys to work by bus • Percentage of journeys to school by bus • Percentage of all journeys under 10 miles by bus • Bus reliability and punctuality statistics	New Policy Performance Indicator table with contents below to be added to page 111; 1) Percentage of sustainable mode share for Hertfordshire residents (policies; 1, 3, 4, 7, 8, 9, 10) 2) Accessibility of new developments - Percentage of new developments within 30 minutes by public transport of key services (Policies; 2, 6) 3) Percentage of passengers travelling to airports by non-car modes (Luton and Stansted) and Percentage of employees travelling to airports by non-car modes (Luton and Stansted) (Policy 11) 4) Journey time reliability in Hertfordshire (Policy 12) 5) Speed limit compliance - Percentage on compliance of speed limits (Policy 15) 6) KSIs – Total number of people killed or seriously injured on Hertfordshire's roads (Policy 17) 7) Number of ULEV vehicles registered in Hertfordshire (Policy 19) 8) Overall roads condition index for Hertfordshire's roads (Policy 22)

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
			• Public satisfaction with various aspects of bus service provision (Page 71) Policy 10: Rail • Rail patronage for travel to work trips • Station usage figures for stations within Hertfordshire (Page 72) Policy 11: Airports • Percentage of passengers travelling to London Luton Airport by non-car modes • Percentage of passengers travelling to London Stansted Airport by non-car modes • Percentage of employees travelling to London Luton Airport by non-car modes • Percentage of employees travelling to London Stansted Airport by non-car modes (Page 78) Policy 16: Freight and Logistics • Average vehicle speeds during morning and evening peak travel periods • Average travel time per mile during morning and evening peak travel periods • Average travel delay statistics • Average traffic flow statistics by road and vehicle class • Speed compliance levels • Public satisfaction with levels of traffic and congestion (Page 82) Policy 18: Transport Safety and Security Road collisions and casualty data • Rates of collisions and casualties by mode of transport • The number of crimes & anti-social behaviour offences per 100,000 passengers at rail stations in Hertfordshire • Public satisfaction with road safety • Public satisfaction with personal safety on buses (Page 86) Policy 20: Air Quality • NO2 emission levels • Particulates - PM2.5 and PM10 emission levels • Public Health Outcomes Framework indicator 3.01: Fraction of mortality attributable to particulate air pollution (measured as PM2.5)	

LTP4 Section	LTP4 Page	Notes	Current Wording	Proposed New Wording
			• Levels of Walking and Cycling • Transport CO2 emissions (Page 88) Policy 21: Environment • Number of transport related noise complaints (page 90) Policy 22: Asset Management • Percentage of roads (various classes) where structural maintenance should be considered • Average Condition Index (ACI) of the entire carriageway network • Percentage of the footway network where structural maintenance should be considered • Percentage of street lights working as planned • Public satisfaction with the condition of road surfaces, footways and cycle lanes	
Additional comments		Expand on the funding section Add glossary Add index of figures		