

Appendix 6:

Planning and Transport Policies

2.0 KEY STRUCTURING POLICIES

METROPOLITAN GREEN BELT

2.1 Green Belts have five purposes according to DoE's Planning Policy Guidance Note PPG2 (Green Belts):

- (i) to check the unrestricted sprawl of large built-up areas;
- (ii) to safeguard the surrounding countryside from further encroachment;
- (iii) to prevent neighbouring towns from merging into one another;
- (iv) to preserve the special character of historic towns;
- (v) to assist in urban regeneration.

2.2 PPG2 also states that:

- (i) Green Belts have a positive role in providing access to open countryside for the urban population;
- (ii) the essential characteristic of Green Belts is their permanence and their protection must be maintained as far as can be seen ahead;
- (iii) detailed boundaries should not be amended or development allowed merely because land has become desirable.

2.3 The original St. Albans District Plan (adopted July 1985) placed all the District within the Metropolitan Green Belt except for the main built-up areas. In approving the County Structure Plan Review in 1996, the Secretary of State could find no justification for a general revision of Green Belt boundaries. However, he has allowed some flexibility in respect of:

- (i) **Minor adjustments to the Green Belt**
The Secretary of State accepts that there may be individual cases where existing boundaries could benefit from minor readjustment so that they are better related to long term permanence.
- (ii) **Hospital sites**
As explained in para. 1.15, 2,500 dwellings are proposed by 1996 on redundant hospital sites in Hertfordshire (including Hill End, Oak Barns and Naphery Hospitals in St. Albans District). The 2,500 figure is not to be regarded as a definite target and the total may be revised

upwards or downwards following detailed studies in the context of Circular 12/87. The Structure Plan did not propose that the hospital sites be released from the Green Belt.

The Structure Plan Alterations 1991 does not propose any further adjustments to the Green Belt within St. Albans District for the period to 2001.

2.4 Given this strategic guidance, the District Plan Review proposes a limited number of minor adjustments to the Green Belt in order to improve the long term permanence of the boundaries (see *Appendix to this Plan*). More major boundary adjustments have been made at the following locations:

- (i) White Horse Lane, London Colney;
- (ii) Banger Road, London Colney;
- (iii) Frogmore;
- (iv) Colney Street industrial/warehousing estate;
- (v) North-East Hemel Hempstead (west of Cherry Tree Lane);
- (vi) North of Buncelfield, Hemel Hempstead.

The reasons for these boundary changes are explained in the *Appendix (Locations 112, 13, 14, 20, 26A and 27)*.

2.5 In accordance with PPG2 and Policy 1 of the County Structure Plan Review, the District Council's policy towards development in the Green Belt is generally restrictive. However, the Council recognises that certain types of development are acceptable in the Green Belt and that considerable importance should be attached to visual enhancement of the Green Belt and encouragement of appropriate leisure development.



Berkhamstead - specified settlement

POLICY 1 METROPOLITAN GREEN BELT

The whole of St. Albans District lies within the Metropolitan Green Belt except for the following areas:

- (i) the towns and specified settlements listed in Policy 2;
- (ii) land North of Buscfield, Hemel Hempstead (proposed warehousing, see Policy 20, ref: EMP 7);
- (iii) Colney Street Industrial/Warehousing Estate (see Policy 20, ref: EMP22);
- (iv) North-East Hemel Hempstead (land west of Cherry Tree Lane - see Policy 26).

The boundaries of the Green Belt around these areas (as shown on the Proposals Map) have been defined by reference to the degree of long term expansion of the built-up areas acceptable in the context of the stated purpose of the Green Belt.

Within the Green Belt, except for development in Green Belt settlements referred to in Policy 2 or in very special circumstances, permission will not be given for development for purposes other

than that required for:

- a) mineral extraction;
- b) agriculture;
- c) small scale facilities for participatory sport and recreation;
- d) other uses appropriate to a rural area;
- e) conversion of existing buildings to appropriate new uses, where this can be achieved without substantial rebuilding works or harm to the character and appearance of the countryside.

New development within the Green Belt shall integrate with the existing landscape. Siting, design and external appearance are particularly important and additional landscaping will normally be required. Significant harm to the ecological value of the countryside must be avoided.

The circumstances and locations in which development will be permitted will also have regard to the ensuing policies, particularly:

Chapter	Subject	Policies
2	Key structuring policies	2
3	Housing	6, 8, 10-18
4	Employment	24
5	Transportation	34, 39-50
6	Shopping and service uses	55-60
7	Social and community services	60B, 61, 63-67
8	Design and environment	70, 72-80, 84
9	Conservation and historic buildings	88-90
10	Leisure	91, 93, 95-98
11	Tourism	99, 101
12	Countryside	102-106
14	Archaeology	109-111
15	St. Albans City Centre	114
17	Highfield Owd site, Harpenden	132
18	Fleetville	137
19	London Colney	139
20	Upper Colne Valley	143, 143A

SETTLEMENT STRATEGY

2.6 Policies 47-51 of the County Structure Plan Review are concerned with settlement planning. These policies stress the importance of maintaining the character of the County's settlements and of channeling development in accordance with the following hierarchy:

- (i) **Towns:** Generally settlements of over 5,000 population. Excluded from the Green Belt;
- (ii) **Specified Settlements:** Larger villages generally of 2,000-5,000 population. Excluded from the Green Belt;
- (iii) **Green Belt Settlements:** Smaller villages within the Green Belt.

2.7 Development pressures have increased markedly in recent years and the essential character of the District's settlements is in danger of being eroded. The Council is especially concerned to safeguard the District's villages. Consequently, this Plan draws a much sharper policy distinction between towns and specified settlements than in the original District Plan. However, even in towns a new emphasis needs to be given to conserving the character and amenity of the environment.



Sandridge - Green Belt settlement

POLICY 2 SETTLEMENT STRATEGY

The District Council will seek to protect and enhance the essential character of existing settlements. Proposals contrary to the policies in the design and environment and the

POLICY 2 (Cont.)

conservation and historic buildings chapters of this Plan (chapters 8 and 9) will not normally be permitted. The Council will have regard not only to the impact of individual developments but also to the cumulative effect. In particular the Council will seek to safeguard:

- (i) the character of specified settlements and Green Belt settlements (see Policies 5 and 6);
- (ii) green spaces within settlements (Policy 75);
- (iii) Conservation areas (Policy 85).

The nature and intensity of development acceptable in particular locations will reflect the following settlement hierarchy (see figure 4) and statement of policy. More detailed policy guidance is provided in the remainder of this Plan.

1. TOWNS

The following settlements are classified as towns and are excluded from the Green Belt:

Ref.	PM ⁽¹⁾	Settlement
T.1	3, 4, 8, 9	St Albans
T.2	1, 2, 11	Harpenden

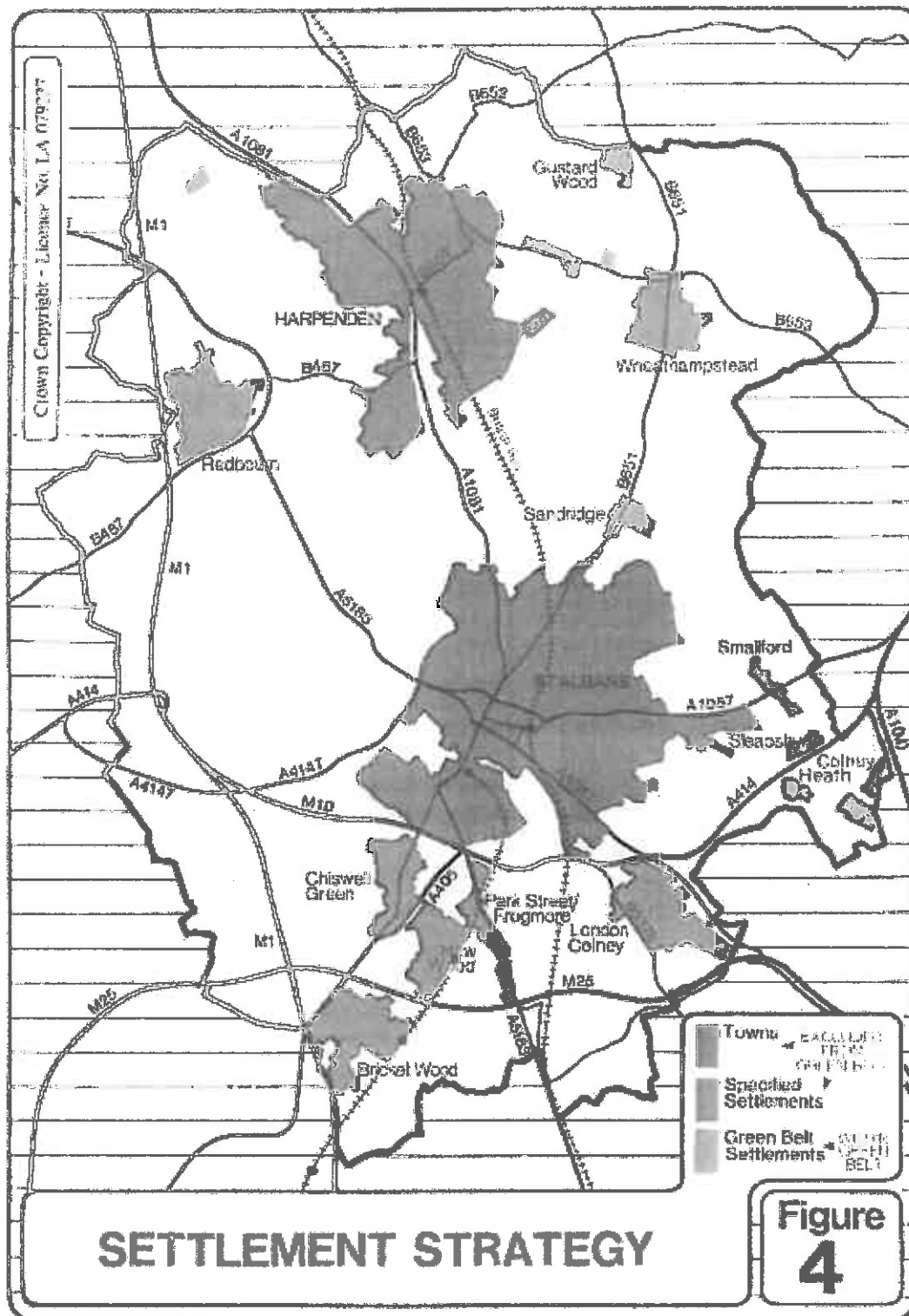
Development will generally be concentrated in towns, but proposals should not detract from their essential character particularly in respect of (i)-(iii) above.

2. SPECIFIED SETTLEMENTS

The following large villages are classified as Specified Settlements and are excluded from the Green Belt:

Ref.	PM ⁽¹⁾	Settlement
SS.1	3	Bricket Wood
SS.2	3	Chiswell Green
SS.3	3	How Wood
SS.4	1	London Colney
SS.5	3, 4	Park Street/Trogmore
SS.6	1	Redbourn
SS.7	2	Wharfedale

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POLICY 2 (Cont.)

Residential densities on development sites within existing housing areas will generally be lower than in towns (see Policy 5). Proposals in specified settlements must be compatible with the maintenance and enhancement of their character and Green Belt boundaries. In particular, infill housing development will be permitted only where consistent with this approach.

3. GREEN BELT SETTLEMENTS

The following smaller villages are located within the Green Belt and are classified as Green Belt settlements:

Ref.	PM ⁽¹⁾	Settlement
GBS.1	1	Annables, Kimbourn Green
GBS.2	4	Colney Heath (3 parts)
GBS.3	2	Folly Fields
GBS.4	2	Gusard Wood
GBS.5	2	Lea Valley Estate
GBS.6	4	Radlett Road, Frogmore
GBS.7	2, 4	Sandridge
GBS.8	4	Slapshyre
GBS.9	4	Smallford

Apart from the exceptions in Policy 1, development will not normally be permitted except:

- a) the local housing needs described in Policy 6;
- b) the local facilities and service needs of the settlement in which the development is proposed.

Development must not detract from the character and setting of these settlements within the Green Belt.

Footnote

(1) PM = Proposed Map sheet - see Preface (figure 1).



Old Albanians sports ground, St Albans - proposed housing site



Harpenden Rise - Harpenden - proposed housing site

POLICY 4 NEW HOUSING DEVELOPMENT IN TOWNS

Within the towns of Harpenden and St. Albans as defined in Policy 2, there will be a presumption in favour of housing development on:

- (i) the sites listed in the schedule at the end of this policy and defined on the proposals map⁽¹⁾. Development on these sites should comply with the Planning Guidelines in the schedule;

POLICY 4 (Cont.)

- (ii) other sites where housing is consistent with the policies of this Plan. Residential development will not be permitted if there is a need to retain land in open use (see Policy 75) or if the land is required for another purpose in accordance with this Plan's policies and proposals⁽²⁾. Where comprehensive redevelopment is proposed on existing industrial and warehousing sites (except those listed in Policy 20) the Council may require a housing development (see Policy 24).

The Council will normally seek to negotiate an element of affordable housing on sites of over 0.4 hectares and on sites of under this size where 15 or more dwellings are proposed (see Policy 7A).

Residential design and layout - proposals will be assessed against Policy 70. Schemes for redevelopment in existing residential areas will also be assessed in relation to the cumulative impact of such development on the character and amenity of the area.

Footnotes

(1) Apart from a few sites in the St. Albans City Centre and Harpenden Town Centre Inner Map areas, the sites in the schedule are each expected to produce a net gain of at least 5 dwellings.

(2) Policies 20 and 23 indicate that housing development would be acceptable on some employment sites (ie. Policy 20 sites EMP11 (part of site only) and EMP14; Policy 23 sites B1.2A, B1.13 and B1.19). Housing would also be acceptable on part of the Policy 13B site.

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POLICY 34: HIGHWAYS CONSIDERATIONS IN DEVELOPMENT CONTROL

Development likely to generate a significant amount of traffic, or which involves the creation or improvement of an access onto the public highway, will not normally be permitted unless acceptable in terms of the following highway considerations:

- (i) **Road safety.** Particular requirements are adequate visibility, turning radii and provision for pedestrians and cyclists and for disabled and other disadvantaged people;
- (ii) **Environmental impact of traffic,** especially in residential areas;
- (iii) **Road capacity,** including present and predicted future year movements;
- (iv) **Road hierarchy.** New roads shall be of a design appropriate to their position in the hierarchy. New accesses to primary roads and main distributor roads (see Figure 8) will normally be resisted, but where access is permitted a high standard of provision will be required;
- (v) **Car parking provision.** See Policies 39 - 50;
- (vi) **St. Albans City Centre restraint on development.** See Policy 39;
- (vii) **Local road roads.** Particular regard will be had to increases in:
 - a) the risk of accidents, especially to pedestrians and cyclists;
 - b) the use of roads that are poor in terms of width, alignment or structural condition;
 - c) adverse impact on the local environment, either to the rural character of the road or residential properties alongside it.

This particularly applies to recreational developments which could attract large numbers of visitors, even if only on one or two occasions a year.

POLICY 34 (Cont.)

In assessing applications, account will be taken of the advice contained in current documents prepared by Department of the Environment, Department of Transport, Hertfordshire County Council and this Council.

5.39 The designation of an area in this Plan for a particular use indicates its general suitability in planning terms for that use. However, satisfactory access to the public highway network may not be available or the highway network may lack adequate capacity. Developers will need to satisfy the Highway Authority that adequate access can be achieved and that the full highway effects of the development would be covered for

5.40 The District Council, as local planning authority, recognises that most developments will give rise to an increase in traffic. The most noticeable effects are usually in the vicinity of the development, but the additional traffic will spread over a much wider area. In St. Albans City and other areas in the District considerable traffic problems now exist. Neither the District nor County Council is able to make sufficient funds available to cater for the demands being placed upon the road network by the additional development generated traffic.

5.41 A development may result in identifiable impact on a number of particular locations, as well as an incremental loading throughout a wider area. It will often be undesirable, or impractical, to carry out improvements at all junctions affected by a proposal. What will be sought is the achievement of a proper balance between the adverse effects and the benefits of each development proposal. In some cases it may be possible to identify improvements to the public transport system which may assist in reducing the demand for road space.

POLICY 35 HIGHWAY IMPROVEMENTS IN ASSOCIATION WITH DEVELOPMENT

In order to mitigate the highway effects of development proposals the District Council, in conjunction with the County Council where appropriate, will seek highway improvements or contributions to highway improvements and/or improvements to the public transport system from developers whose proposals would otherwise result in detrimental highway conditions.

Project 5 Review of Parking Standards

- (i) The District Council will take part in the HTCOA review of parking standards and will consider amending Policies 39-50 in the light of any recommendations made by HTCOA;
- (ii) In addition to the HTCOA review, the District Council will carry out a study to assess the requirements for parking associated with affordable housing and will include a policy in the next Local Plan, subject to the results of the study.

POLICY 39 PARKING STANDARDS, GENERAL REQUIREMENTS

Development proposals shall include off-street parking provision in accordance with the following criteria:

- (i) Land uses covered by Policies 40 and 43-49. The relevant standard shall normally be complied with. However, requirements may be adjusted to reflect the circumstances of individual developments, particularly in respect of criteria (ii) and (v) below;
- (ii) Land uses not covered by Policies 40 and 43-49. Applicants must demonstrate that sufficient parking is proposed for the long-term needs of the development;
- (iii) Highways and environmental considerations. Proposals must comply with Policy 34 and be acceptable in terms of visual impact, landscaping and amenity of adjoining properties. Landscaping and screening improvements may be required. Access roads and parking areas must not detract from the setting of listed buildings and conservation areas, or substantially reduce the amenity of private gardens;
- (iv) Underground car parking. In St. Albans City Centre and Harpenden Town Centre, underground car parking will be encouraged where appropriate;
- (v) Changes of use and extensions. Parking provision shall reflect the additional number of spaces required for the new use or the extension. It will not normally be necessary to make good any shortfall that may already exist on the site. However, full standards must be met if comprehensive redevelopment takes place;
- (vi) Employment/staff numbers. Employee or staff number based parking requirements in Policies 43, 45, 48 and 49 shall be derived from estimated peak period staffing of the building;
- (vii) Fractions of parking spaces. Where a calculation of parking space requirements results in a fraction of a space, the figure shall be rounded up to the nearest whole number (half spaces shall be rounded up);
- (viii) Bicycles and motor cycles. Parking provision may be required in larger developments;
- (ix) Parking layout. All parking areas must be clearly marked out in bays. Parking spaces shall be a minimum of 2.4 x 0.8 metres. At least 6 metres is required between rows of spaces, or 7.3 metres in the case of garages or car ports. Where spaces are provided in lay-bys or on the public highway, bay lengths shall be 6 metres. All spaces must be capable of independent use, with the exception of spaces provided for the exclusive use of one dwelling where a degree of doubling up is acceptable (e.g. a garage with parking space in front of it);
- (x) Parking for disabled people. Policy 50 shall be complied with.

POLICY 40 RESIDENTIAL DEVELOPMENT PARKING STANDARDS				
DWELLING SIZE (BEDROOMS)		NUMBER OF SPACES REQUIRED PER DWELLING		
		ALLOCATED ⁽¹⁾	UNALLOCATED ⁽²⁾	TOTAL
1 (including bedsite)	either ⁽³⁾	0	1.5	1.5
	or	1	0.5	1.5
2	either ⁽³⁾	0	2	2
	or	1	1	2
	or	2	0.5	2.5
3		2	0.5	2.5
4 or more		3	0.5	3.5

Proposals will also be measured against the following criteria:

(i) Policy 39 must be complied with, especially criteria (iii) and (iv);

(ii) ~~Edenley garage dwellings and residential households. See Policy 43;~~

(iii) Location of spaces.

a) ~~Allocated spaces must be located within the curtilage of individual dwellings where possible and normally be visible from the dwelling in which it is allocated. A driveway in front of a garage must be at least 5.5 metres long to count as a parking space and allow for opening of garage doors;~~

b) ~~Unallocated spaces shall be provided in smaller groups (usually of no more than 10 spaces) and normally be placed within 25 metres of the entrance to dwellings they serve. These spaces must be well lit and be visible from dwellings in order to discourage parking on the highway. The unallocated spaces shall include 0.25 per dwelling for visitors parking. Where possible, visitors parking spaces shall be provided in lay-bys adjoining a proposed new highway in a form to be adopted by the highway authority;~~

(iv) ~~Extensions to existing dwellings providing potential additional bedrooms, and residential conversions. Permission will not~~

~~normally be permitted unless parking complies with the above standards (see also Policy 39, criterion (v)).~~

(v) ~~Parking Requirements of Affordable Housing. A lower parking requirement will be applied to affordable housing schemes if secure arrangements are made to ensure that the housing will remain "affordable" in perpetuity, rather than just for the initial occupants (see Policies 74 and 8). The extent to which parking standards will be relaxed will depend on the circumstances of the individual site. Once Project 5 (ii) has been carried out, the conclusions arising from this project will also be taken into account;~~

(vi) ~~Review of Parking Standards. The results of the County-wide review of parking standards (see project 5 (i)), will also be taken into account.~~

Footnotes

(1) ~~Allocated parking spaces = off-street spaces allocated to individual dwellings in the form of garaged garages, allocated grouped householdings, or garages or householdings within a dwelling's curtilage~~

(2) ~~Unallocated spaces = parking spaces not allocated to any dwelling, but available for general public use including visitors.~~

(3) ~~1 and 2 bedroom dwellings and bedsits - applicants have a choice of whether or not parking provision will include spaces allocated to individual dwellings.~~

EDUCATIONAL FACILITIES

7.13 Education is the responsibility of the County Council who consult the District Council on proposed developments before granting themselves deemed planning permission. In addition to state education, there are the schools in the private sector. Bearing in mind the amount of activity generated by schools, and their impact on the environment, it is important that they are properly located. The District Council will seek to ensure that new primary schools are located within an easy and safe walking distance of the community to be served.

POLICY 65 EDUCATION FACILITIES

The following new site is shown for educational purposes on the Proposal Map:

REF.	PM ⁽¹⁾	LOCATION	PROPOSAL
PS/PT	1	High Beches JMI School, Aldwicksbury Crescent, Harpenden	playing field extension

In addition, a primary school should be considered within the Hill End/Cell Barnes Hospital site redevelopment scheme (see Policy 137).

Proposals for new schools, extensions to existing schools or changes of use to schools will be assessed against the following:

A. Within towns and specified settlements (see Policy 2)

- (i) where a loss of dwellings is proposed, Policy 10 (iv) shall be complied with;
- (ii) the impact on the amenity of the surrounding area in terms of visual impact, design, noise and disturbance, road access and traffic generation;
- (iii) sufficient on-site parking and servicing shall be provided;
- (iv) provision shall be made for the setting down and picking up of pupils, by car or public transport, in a safe and acceptable manner.

POLICY 65 (Cont.)

B. Within the Metropolitan Green Belt (see Policy 1) including Green Belt settlements (see Policy 2)

- (i) criteria A. (i)-(iv) above shall be complied with;
- (ii) the impact on the ecology, natural beauty and amenity of the countryside will be assessed. In particular, the siting and scale of new buildings or extensions shall be modest in size and well related to existing buildings. New landscaping will normally be required, particularly where proposals involve the development of urban edge sites;
- (iii) New schools will be permitted only if very special circumstances can be demonstrated. It must be shown that no suitable location is available in areas excluded from the Green Belt and that there is an overriding need for the proposal to cater primarily for children living within the District;
- (iv) Change of use will be assessed against Policy 77.

Footnote

(1) PM = Proposal Map Sheet. See Preface (Figure 1).

7.14 The District Council intends further to encourage the dual use of school sports facilities, many of which are already let for sports club use during the evenings, school holidays and weekends (see Policy Intention 27).

DAY NURSERIES AND CRECHES

7.15 There is a shortage of day nursery provision in the District, demonstrated by a number of planning applications for such uses in recent years. These take a variety of forms including creches, play groups and day nurseries of varying sizes. Provision may involve changes of use or new-build. Most planning applications have involved dwellings and have raised issues about traffic and parking, the loss of residential accommodation (Policy 10) and the potential impact on the character of the area.

7.16 Day nurseries and creches fall within Use Class D1 (non-residential institutions) which also

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continue

POLICY 62 COMMUNITY CARE

The provision of small community care homes and hostels will be encouraged. It is Health Authority policy that units and homes should be dispersed within the community in the interests of prospective residents and existing communities. The location of such developments in close proximity to each other in such a way as to undermine this policy will not normally be permitted.

HEALTH CENTRES, DOCTORS AND DENTISTS SURGERIES

7.11 The Council is concerned to ensure that provision is made for health centres, and doctors and dentists surgeries particularly in areas of new residential development and in existing areas where there are known deficiencies. One such area is Bricket Wood where there is no purpose-built health centre. Investigations into a suitable site will be made in consultation with Here's Family Health, St. Stephen Parish Council and other local organisations.

POLICY 63 HEALTH CENTRES, DOCTORS AND DENTISTS SURGERIES

The following site is allocated for health centre or doctors/dentists surgery use:

REF.	PM ⁽¹⁾	LOCATION	DETAILED GUIDANCE
HS.1	2	Marford playing field, Wheatthampstead	access from Brockel View via Marford Hall car park

In addition a general practitioners clinic should be considered within the local shopping centre at the HM End Hospital site redevelopment scheme (see Policy 137).

POLICY 63 (Cont.)

Surgeries will be encouraged to locate as near as possible to shopping centres which possess a dispensing chemist and adequate car parking.

Car parking shall comply with Policy 48.

Footnote

(1) PM = Proposals Map sheet. See Preface (Figure 1)

PRIVATE HEALTH FACILITIES

7.12 In order to ensure that proposals do not have an adverse effect on the amenity of an area the following policy will be applied:

POLICY 64 PRIVATE HEALTH CARE FACILITIES

Proposals to provide health care facilities will be assessed against the following:

- (i) Within towns and specified settlements (see Policy 2). The proposal shall not be detrimental to the amenity of the surrounding environment in terms of visual impact, design, road access and car parking;
- (ii) Within the Metropolitan Green Belt (see Policy 1), including Green Belt settlements (Policy 2). Proposals involving a change of use will be assessed against Policy 77. Permission for a change of use will be granted only if it can be demonstrated that no suitable location is available in areas excluded from the Green Belt and the proposal complies with (i) above and one of the following Policies: 61, 66, 77, 88, 89.

Extensions shall be modest in size and well related to the existing building. The siting and appearance shall not harm nearby residents or the ecology, natural beauty and amenity of the countryside. Landscaping will normally be required.

POLICY 69 GENERAL DESIGN AND LAYOUT

All development shall have an adequately high standard of design taking into account the following factors:

- (i) **Context** - The scale and character of its surroundings in terms of height, size, scale, density⁽¹⁾ or plot to floorpace ratio;
- (ii) **Materials** - Shall normally relate to adjoining buildings. Large isolated buildings in rural or settlement edge settings shall be clad in materials that take account of the general colour and tonal value of their background;
- (iii) **Other Policies** - Applicants shall take into account all relevant policies and requirements. In particular:

SUBJECT	POLICIES
Settlement Strategy	2
Highways	34
Parking	39-50
Design and Environment	70-84
Conservation and Historic Buildings	85-93

Footnote:

- (1) Where density is used to judge the effect of the volume of buildings on the character of the area, the Council will use the measure of habitable rooms per hectare (for residential development) or plot to floorpace ratio (for other development).

NEW HOUSING

8.5 The District Council will seek to promote a high standard of design and layout for new residential development. The Council is increasingly concerned about the number of applications for small dwellings, usually in the form of three storey flats, which have little or no amenity space or privacy for ground floor flats and lack space for effective planting.

8.6 The original District Plan encouraged higher densities and more small dwellings, but there is now concern that many recent developments have been too intensive and that the essential character of the District's settlements is being eroded. Established residential areas with a spacious landscaped character

are particularly at risk. Also, there is a danger that specified settlements will become increasingly urbanised. This would be contrary to County Structure Plan Policy 50 and District Plan Policies 2 and 5.

8.7 Policy 70 contains the Council's approach towards housing layout, character and design, with an emphasis on the need to respect the setting and character of surroundings. Application of this housing policy generally, together with the Policy 40 parking requirements, may result in the reduction of average housing densities and prevent "town cramming". Policy 70 will be supplemented by the guidance to be contained in District Council Design Advice Leaflet 1 (*see para. 9.21*). In Conservation Areas, Policy 85 must also be taken into account.



Old Garden Court - St. Albans

POLICY 70 DESIGN AND LAYOUT OF NEW HOUSING

The design of new housing development should have regard to its setting and the character of its surroundings and meet the objectives set out in (i) to (iii) below:

- (i) **Design and layout** - massing and siting of buildings shall create safe, attractive spaces of human scale⁽¹⁾;
- (ii) **Dwelling mix** - to cater for a range of needs and provide a variety of layout and appearance, a mix of housing types and sizes will be negotiated on large schemes. Large concentrations of small dwellings should be designed in a manner that avoids domination of public spaces by overhanging hard surfaces and vehicles, and by lack of privacy for ground floor flats;

the Council to make a tree preservation order if it considers that the proposal is unacceptable.

8.19 The Council expects that proper consideration will be given to the landscaping requirements of all planning proposals, in order that the quality of the environment of the District will be maintained and enhanced. Sections 5 and 6 of BS 5837 ("Guide to Trees in Relation to Construction", 1991) provide excellent and detailed "good practice" guidance and should be taken into account by applicants. Advice on landscaping in industrial sites is contained in the Council's publication "Landscaping Guidelines for Industrial Sites".

POLICY 74 LANDSCAPING AND TREE PRESERVATION

The Council will take account of the following landscaping factors when considering planning applications:

(i) Retention of existing landscaping

- a) significant healthy trees and other important landscape features, such as hedgerows, ponds and watercourses shall normally be retained unless it can be shown that retention is incompatible with overall design quality and/or economic use of the site;
- b) on sites with significant existing landscaping, planning applications shall be supported by a full tree survey indicating all landscape features, tree species, canopy spread, trunk diameter and level at the base of each tree;
- c) trees shall not normally be severely topped or lopped, or endangered by construction work or underground services. In addition, buildings shall not be sited where they are likely to justify future requests for tree felling or surgery for reasons of safety, excessive shading, nuisance or structural damage;
- d) the Council will make tree preservation orders and/or attach appropriate landscaping conditions to planning permission to safeguard existing trees and ensure that new planting is established and protected;

POLICY 74 (Cont.)

(ii) Provision of new landscaping

- a) where appropriate, adequate space and depth of soil for planting must be allowed within developments. In particular, screen planting including large trees will normally be required at the edge of settlements;
- b) detailed landscaping schemes will normally be required as part of full planning applications. Amongst other things they must indicate existing trees and shrubs to be retained; trees to be felled; the planting of new trees, shrubs and grass; and screening and paving. Preference should be given to the use of native trees and shrubs;
- c) wildlife corridors shall be established in accordance with Policy 75, wherever opportunities occur.

GREEN SPACE WITHIN SETTLEMENTS

8.20 Urban green space consists of all open land, irrespective of ownership, which supports trees and other plants in built-up areas. Not only does it include parks, playing fields and allotments, but also verges, "waste" land about railways and public utilities, and the private gardens of residents.

8.21 Green space softens the harsh impact of developed areas and provides a foil which links buildings of varying style and scale. From a broader viewpoint, it can help define the character of an area. It can indicate valleys, ridges and areas of historic growth and separate areas of incompatible use.

8.22 Another important role of urban green space is that of providing wildlife habitats. However, this depends on the existence of green chains or wildlife corridors linking to surrounding countryside and permitting the movement and replenishment of species. Watercourses and ancient tracks or 'green lanes' are examples of green chains.

8.23 The effectiveness of Green Belt policy is placing greater pressure on undeveloped or underdeveloped land in urban areas. It is important that the full role of any urban green space is considered when planning applications are determined.

POLICY 83 IMPACT OF ROAD TRAFFIC NOISE ON HOUSING

Planning permission will not normally be granted for development which fails to meet the following criteria:

- (i) the housing layout, landscaping and acoustic screening shall be designed so that a reasonable part of the garden of each dwelling is not subject to a noise level above 65 dB (A) on the L10 18 hours (6 am. - midnight) scale. (The L10 index represents the sound level which is exceeded for 10% of the time);
- (ii) if in existing built-up areas practical or economic problems make it impossible to achieve (i) above, then the tolerable limit of 68 dB (A) using the L10 index on the 18 hour scale may be acceptable;
- (iii) all dwellings shall be designed to achieve an internal noise level not exceeding 40 dB (A) on the L10 index.

Where appropriate, planning conditions will be imposed to restrict noise to specified levels.

Footnote

- (1) Parts of private gardens exceeding the noise levels set out in criterion (i) above shall not be taken into account in assessing proposals against Policy 70 (a).

FLOODING AND RIVER CATCHMENT MANAGEMENT

8.42 All planning applications for development likely to affect the well-being of the river catchment will be subject to consultation with the National Rivers Authority. The interests of the National Rivers Authority are set out in the Town and Country Planning Liaison Document. Applications will also be considered in the light of Policy 106 (Nature Conservation). In certain instances Policies 74 and 75 may also apply.

POLICY 84 FLOODING AND RIVER CATCHMENT MANAGEMENT

The Council will consult with the National Rivers Authority on all matters likely to affect the water environment in order to reduce the risk of flooding and to ensure proper management of the river catchment. The following principles will apply:

- (i) in areas liable to flood, development or the intensification of existing development, will not normally be permitted. Appropriate flood protection will generally be required where the redevelopment of existing developed areas is permitted in areas at risk from flooding;
- (ii) where appropriate, a condition will be attached to planning permissions to ensure that strips are provided alongside 'main river' watercourses and kept free of development in order to allow access for dredging and discretionary maintenance;
- (iii) all works in, under, over and adjacent to watercourses shall be appropriately designed and implemented and alternatives to culverting should be explored where possible;
- (iv) proposals shall not increase flood risk in areas downstream due to additional surface water runoff. If development is permitted, it must include appropriate surface water runoff control measures.

Footnote

- (1) 'Main river' refers to those rivers which have been designated by the Minister as such. They are the more important watercourses and are shown on the statutory 'Main River' Maps which accompany the Land Drainage Act 1976.

DRAINAGE INFRASTRUCTURE

8.43 The provision of drainage facilities as part of the overall construction of infrastructure in major development schemes is material to the planning process. In some cases the implementation of drainage provision will need to be phased. The assessment of sewerage capacity may need to form part of the

planning submission and the subsequent grant of permission may require drainage obligations to accompany development works. Any proposals will need to be acceptable to Thames Water Utilities Ltd, who are responsible for sewage disposal, and the National Rivers Authority.

POLICY 84A DRAINAGE INFRASTRUCTURE

The Council will consult Thames Water Utilities Ltd, and the National Rivers Authority on all planning applications that might cause sewerage flooding. The following principles will apply:

- (i) planning permission will not normally be granted for new development in areas which are considered presently at risk of sewerage flooding; or where development would result in an unacceptable increase in sewerage flood risk there or elsewhere;
- (ii) a detailed drainage impact study may be required at the planning application stage;
- (iii) where planning permission is granted, it may be subject to a condition or agreement relating to the approval of a drainage strategy, which may include phasing of the development.

HAZARDOUS INSTALLATIONS

8.44 New procedures have been brought into force by the Planning (Hazardous Substances) Act 1990 and the Regulations made under that Act. The Act requires hazardous substances consent to be obtained from the Local Planning Authority for the presence of hazardous substances at or above specified amounts.

8.45 Where the proposed storage or use of a hazardous substance is associated with a development proposal, planning permission as well as hazardous substances consent will be necessary. The Local Planning Authority will consult the Health and Safety Executive (HSE) on each application for hazardous substances consent.

8.46 Certain sites and pipelines are designated by HSE as notifiable installations by virtue of the quantities of hazardous substances stored or used. The siting of such installations is subject to planning controls aimed at keeping these separated from housing and other land use

with which such installations might be incompatible from the safety viewpoint. To this end, the District Council will seek the advice of the HSE on the suitability of that development in relation to the risks that the notifiable installation might pose to the surrounding population.

8.47 St. Albans District already contains a number of installations handling notifiable substances, including high pressure natural gas transmission pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the types of development permitted in the vicinity of these installations. For this reason, the Council has been advised by HSE of consultation distances for each of these installations. In determining whether or not to grant consent for a proposed development within these consultation distances, the Council will take account of the advice it receives from HSE about the risks to the proposed development from the notifiable installation.

8.48 Currently, the Council consults HSE about developments in the vicinity of the high pressure gas pipelines and notifiable sites set out in the policy below.

POLICY 84B HAZARDOUS INSTALLATIONS

The Council will operate the planning controls to regulate the presence of hazardous substances as set out in the Planning (Hazardous Substances) Act 1990, including Regulations made thereunder, particularly the Planning (Hazardous Substances) Regulations 1992, and the advice given in Circular 11/92 (Planning Controls for Hazardous Substances).

The Council will consult the Health and Safety Executive on the siting of notifiable installations in view of the potential risks to safety. The advice of the Health and Safety Executive will also be sought on planning applications within the vicinity of British Gas Transmission Pipelines and the following notifiable sites:

REF.	P.M. ⁽¹⁾	LOCATION	C.D. ⁽²⁾
NS.1	3	Shell UK Oil, Dunsfold, Hemel Hempstead ⁽³⁾	250
NS.2	3	Hertfordshire Oil Storage, Hemel Hempstead ⁽³⁾	250

Policy Intention 16 Conservation Areas Designation

During the District Plan period, it is the intention of the District Council to keep under review the need to designate further conservation areas or to amend the boundaries of the existing areas.

CONSERVATION AREA ENHANCEMENT

9.6 The Council has been carrying out a programme of enhancement schemes throughout the District. These have been concentrated in the conservation areas. Some schemes have benefited from financial assistance from Central Government or Hertfordshire County Council. In addition, some schemes have been carried out by Parish Councils with assistance from the District Council. For further information on enhancement schemes in St Albans City Centre and Harpenden Town Centre (see para. 15.29 and Policies 113 and 124).

Project 8 Conservation Area Enhancement

The District Council, in consultation with amenity groups and other interested bodies, will prepare and publish proposals for enhancement of conservation areas. Where possible it is the Council's intention to financially support conservation area enhancement schemes, and where appropriate to seek financial assistance from English Heritage.

Project 9: Policy Statements - Conservation Areas

Policy statements identifying locally listed buildings, setting out the reasons for designation, describing the character which needs to be preserved and enhanced and suggesting improvements, will be prepared for conservation areas in consultation with amenity groups and other interested bodies.

In order to identify those buildings which are not yet of sufficient special interest to qualify for inclusion in the statutory list, but which nevertheless positively contribute to the special character or appearance and historic or architectural interest of conservation areas, it is the Council's intention to update the local list to provide comprehensive cover in conservation areas.

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Project 9 (Cont.)

New lists are being published for each conservation area as they are revised. The revised Harpenden Conservation Area Local List is already available.

BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

9.7 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Secretary of State for the Environment to compile a list of buildings of special architectural or historic interest.



Sutton Road - St. Albans

9.8 Buildings are classified into three Grades: Grade I buildings are of exceptional interest, Grade II* buildings are particularly important buildings of more than special interest, Grade II buildings are buildings of special interest which warrant every effort being made to preserve them.

9.9 Listed buildings may not be demolished, extended or altered, without first obtaining listed building consent.

POLICY 86: BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

- (i) In considering any application for listed building consent for the demolition, alteration or extension of a listed building (and also any application for planning permission for development which affects a listed building or its setting), the Council will have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses;
- (ii) listed buildings should be preserved unless exceptional circumstances exist and consent to demolish will be given only where every effort has been made to continue the present use or find alternative uses and where there are also acceptable and detailed plans for redevelopment (see also Policy 85);
- (iii) applications will also be assessed against the following and the guidance in Appendix IV of the Department of the Environment Circular 8/87 for executive Government advice:
 - a) ~~alterations involving the removal, obliteration or encasing of internal or external features~~ which are of architectural or historic interest, or involving detriment to their context or integrity, will not be permitted in the absence of exceptional circumstances;
 - b) ~~alterations involving the addition of new features (including openings)~~ which would be detrimental to the internal or external character or appearance of the building, or to the context of features or interest, will be permitted only in exceptional circumstances;
 - c) ~~removal of features with intrinsic interest and their replacement with replicas~~ will not be permitted unless the original is incapable of repair;
 - d) ~~replacement of historic windows~~ with those of a different style, material, method of opening or detailing will not be permitted unless the windows sought to be inserted are of a more historically correct and appropriate pattern than the existing windows and would enhance the building;
 - e) ~~painting or covering of the exterior or interior~~ will not be permitted where it would obliterate features of interest, alter the proportions or balance of a building or group, make unsuitable emphasis of features, or be inappropriate or detrimental in terms of chemical composition, colour or texture;
 - f) ~~cleaning methods such as sand blasting or chemical cleaning~~ which would damage the fabric or would be detrimental to its appearance or interest will not be permitted;
 - g) ~~extensions or new curtilage buildings~~ which dominate or mask the form or appearance of the original, unbalance or otherwise detract from the listed building by reason of their scale, materials, siting or design, or conceal, obliterate or require removal of important features of the listed building will not be permitted in the absence of exceptional circumstances;
 - h) ~~skylights and dormers~~ will not normally be permitted on front or main elevations; they may be permitted to the rear or on side elevations provided that they do not harm the character or appearance of the building.

Policy Intention 17 Listing of Buildings and Building Preservation Notices

The District Council will inform the Department of the Environment of buildings which it considers may be worthy of inclusion in the statutory list under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Alternatively, Building Preservation Notices will be

served under Section 3 in respect of threatened unlisted buildings considered to be of special architectural or historic interest. Such a notice will have the effect of listing a building for six months or until the Secretary of State confirms or discontinues the listing.

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continue

POLICY 96 (Cont.)

- (iv) **Water Sports:** In order to meet the need for outdoor watersports, opportunities to create new water features shall be investigated (e.g. as part of aftercare schemes for aggregate workings).

10.24 One of the most popular leisure activities is the enjoyment of the countryside and its scenery. The footpath, cycleway and bridleway systems give access to many of the rural areas of the District. They are assets which could be vulnerable to development of inappropriate uses on adjoining land. Many routes are classified as definitive rights of way, which means that development cannot take place across them unless provision to divert or stop up the route is obtained under the Town and Country Planning Act.

10.25 Three disused railway lines run through the District:

- (i) the former Luton-Woburn (Marston City) line, parts of which have been incorporated into the Lee Valley Walk from London to Luton;
- (ii) the former Harpenden-Hatfield Hempsstead line, which has now become the Nicky Line footpath/cycleway;
- (iii) the former St. Albans-Hatfield line, which is now the Alban Way footpath/cycleway.

In addition to their recreational value, the disused railway lines are also important as landscape features and wildlife habitats. The Nicky Line and Alban Way are non-definitive rights of way, but are in Council ownership. Part of the Lee Valley Walk is also in Council ownership and some stretches of this walk are definitive rights of way. The disused railway lines and the Lee Valley Walk should be retained and their future role considered under Policy Intention 23.

POLICY 97 EXISTING FOOTPATHS, BRIDLEWAYS AND CYCLEWAYS

The District Council will resist applications for development which would result in the loss of definitive rights of way, the non-definitive stretches of the Lee Valley Walk, or the Nicky Line or Alban Way footpath/cycleways. A diversion of the western end of the Alban Way may be necessary (see Policy 29).

POLICY 97 (Cont.)

Elsewhere, permanent diversions will be acceptable only if they compare favourably with the original route in terms of distance, gradients, ground conditions and amenity. The Council will resist any development which could endanger users of footpaths, bridleways or cycleways.

10.26 The existing bridleway system cannot cope with the increasing numbers who wish to use it. The result is that there is much illegal use of footpaths by riders and also trespass on land adjacent to bridleways. Routes are rarely circular. Therefore, users often have to retrace their steps to use busy roads as a return route to their starting point. In addition, routes often miss scenic viewpoints or other items of recreational interest.

10.27 Much has and is being done to improve facilities for walkers, cyclists and horse riders. Grants are available from the Countryside Commission for the creation of new routes, improvement works and also for publication of footpath and bridleway guides. The Wildlife and Countryside Act of 1981 also allows the Council to enter into management agreements with landowners to provide small scale facilities such as car parks linked to footpaths. Additional routes have been created by voluntary groups and the Countryside Management Service. Resurfacing works have been carried out on certain bridleways to increase their durability.

Policy Intention 23 Improvements to Footpaths, Bridleways and Cycle Routes

The District Council, in conjunction with the Countryside Management Service and using existing routes wherever possible, will promote:

- (i) the establishment of a network of short waymarked circular footpath routes close to towns and villages;
- (ii) the provision of longer distance waymarked footpaths and bridleways linking places of interest and including facilities such as small car parks;
- (iii) a new footpath following the line of the River Colne (see Chapter 20, Upper Colne Valley);
- (iv) the establishment of signposted circular routes for cyclists using existing cycleways and quiet lanes.

Continued on page 148

Allotments Act 1925. This prevents their removal without extensive consultation and consent from the Department of the Environment. During the Plan period, allotments are likely to be lost to development at Folly Lane, St Albans; White Horse Lane, London Colney and Harpenden Lodge. However, during the same period the Council will consider the need for new allotments at Jersey Farm and extra allotments at Hill End. As part of its Leisure Strategy the Council aims to encourage greater use of allotments. In order to better relate supply to local demand, consideration will be given to the possible redistribution of plots involving losses at some sites and gains at others.

POLICY 95 ALLOTMENTS

The District Council will refuse planning applications which involve the loss of statutory or non-statutory allotments unless it can be shown that:

- (i) suitable replacement allotments are to be provided; or
- (ii) there is no need for the allotments, taking into account current and previous usage of the site and any others in the vicinity.

COUNTRYSIDE RECREATION

10.22 There are a number of leisure activities which are particularly associated with the countryside. Some are more compatible with the environment than others. The general locational criteria for different types of leisure use have been given in Policy 91. The Countryside Chapter gives further policies relating to the siting of leisure uses outside the urban areas. Landscape Conservation Areas and a Landscape Development Area are identified and the role of Countryside Management in resolving conflicts between recreational and other uses is outlined. Chapter 20 proposes new leisure uses for land in the Upper Colne Valley area, where there is opportunity to accommodate recreational facilities and to enhance the landscape.

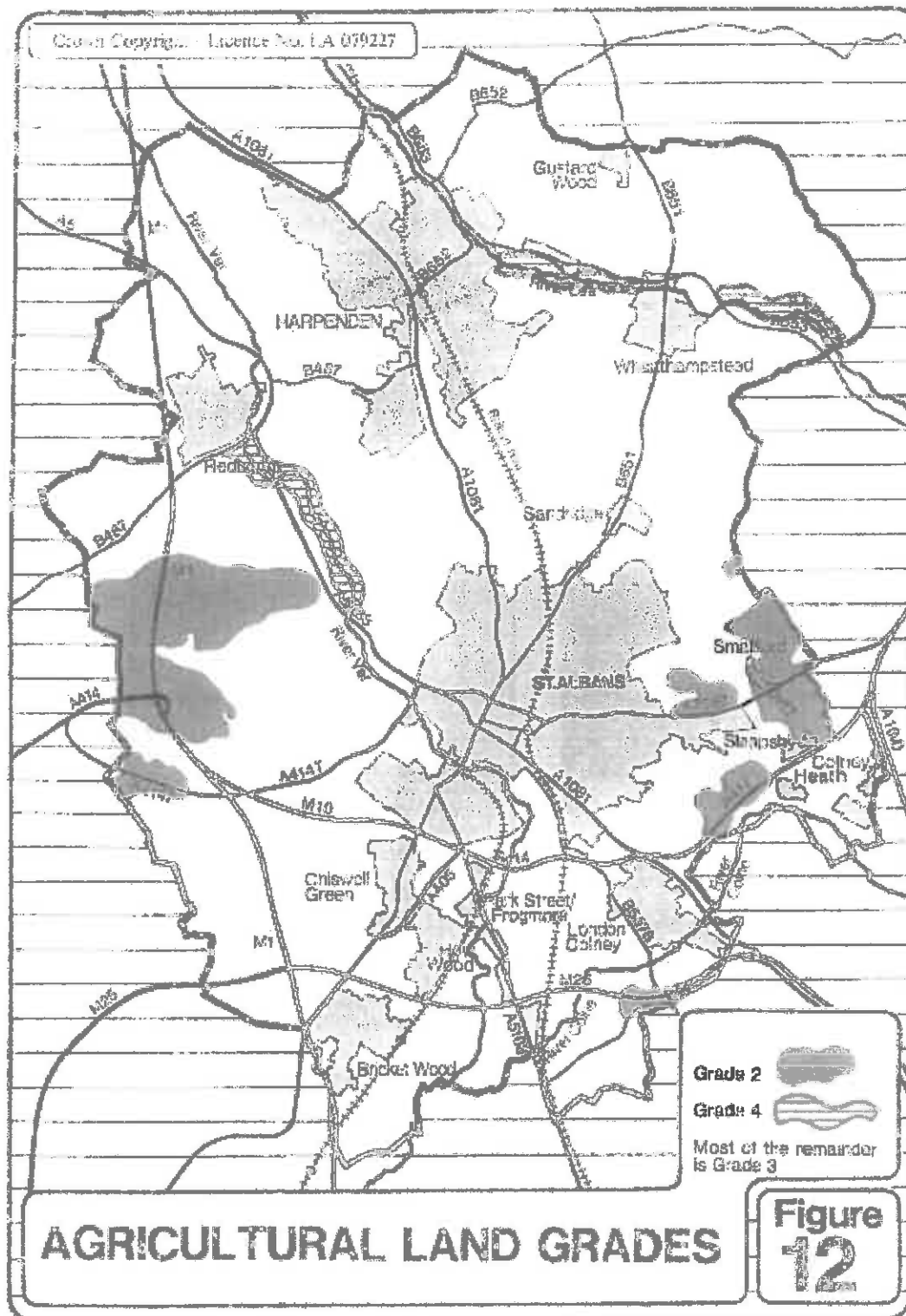
10.23 The following policy supplements Policy 91 by providing additional guidance on medium intensity leisure uses in the Green Belt

POLICY 96 MEDIUM INTENSITY LEISURE USES IN THE GREEN BELT

Medium intensity leisure uses in the Green Belt will normally be restricted to "Type B" uses (see paragraph 10.4 (ii)) and areas other than Landscape Conservation Areas (see Policy 104 and Figure 1-5). Within Landscape Conservation Areas, Type B uses will normally be permitted if they conform to Policy 104. Where possible, redundant land and buildings should be used.

In very special circumstances, permission may be granted for the construction of small ancillary buildings, unobtrusive spectator accommodation, or other essential facilities. Access arrangements must be consistent with Policy 34, particularly point (vii) concerning local rural roads. In addition, the following criteria also apply:

- (i) **Golf Courses:** these shall respect existing landform, landscape and habitats. Provision shall be made for new planting and habitat creation, and wherever possible new safe routes shall be created which increase public access to the countryside. Planning applications should be accompanied by a feasibility report on the environmental impact and accommodation requirements of the proposal, so that the type, scale and particular needs of the proposal can be assessed against Green Belt objectives. Golf courses permitted shall be subject to conditions controlling the layout of the course and stating that planning permission will be required for any amendment to the course layout;
- (ii) **Riding Stables:** in order to minimise conflicts between riders and other road users, stables should be located close to existing bridleways or include off-road routes over which the proprietor has control;
- (iii) **Motor Sports and other Noisy Recreational Activities:** activities such as motor sports, motorbike scrambling, clay pigeon shooting and war games shall be located with special care. Proposals shall not be visually intrusive, detrimental to the amenity of residential property, impinge upon ecologically sensitive areas or present a hazard to the users of highways, public rights of way or cycleways;



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12.0 COUNTRYSIDE

INTRODUCTION

12.1 The Council is required to have regard to the desirability of conserving the natural beauty and identity of the countryside (Countryside Act 1968, Section 11). The countryside throughout the District is designated Metropolitan Green Belt. Green Belt policy (see Policy 1) is the primary means of retaining the "openness" of rural areas and the use of the land for agriculture, forestry, recreation and wildlife conservation. This chapter details policies to protect and enhance country landscapes and ecology and to maintain the rural economy in the face of increasing development pressures.



Lake at Bricket Wood Sports Centre

AGRICULTURE

12.2 During the Plan period up to 1996 the greatest changes to the countryside will arise from the need to reduce agricultural production. Planning Policy Guidance Note PPG 7, "The Countryside and the Rural Economy" states that it is the Government's policy that the countryside should be safeguarded for its own sake. However, the PPG stresses that the best and most versatile land (Grades 1, 2 and 3a) is a national resource for the future and that considerable weight should be given to safeguarding such land against development, because of its special importance.

12.3 There are areas of Grade 2 agricultural land in the District and these are shown on Figure 12. The remaining farmland is mainly Grade 3, but the Ministry of Agriculture, Fisheries and Food (MAFF) has not published details of the subdivision between Grades 3a and 3b. The Council can ask advice of

MAFF and the County Council on agricultural land quality.

12.4 The following policy takes account of the above points and County Structure Plan Policy 8:

POLICY 102 LOSS OF AGRICULTURAL LAND

Development which would result in the loss of agricultural land will be assessed against the following criteria:

- (i) **Land Quality:** development resulting in the loss of high quality agricultural land, classified by the Ministry of Agriculture as being of Grade 1, 2 or 3a, will normally be refused. An exception to the policy may be made if there is an overriding need for the development and there is no alternative land of a lower quality which could reasonably be used;
- (ii) **Farm Economics and Management:** where appropriate, the loss of agricultural land will be assessed against its effect on the integrity and viability of a farm holding.

Planning applications for the development of agricultural land must be accompanied by an assessment of the agricultural gradings of the land made by the Ministry of Agriculture, or an independent expert approved by the Council.

The re-use of farm buildings will be governed by Policy 77 (Re-use and adaptation of buildings in the Green Belt) and Policy 89 (New uses for historic agricultural buildings).

HORSE GRAZING

12.5 The keeping of horses for leisure purposes is increasing and leading to the subdivision of agricultural land into small plots under separate ownership or tenure. More intensive grazing soon leads to a downgrading of pasture and a demand for new holdings to provide shelter and storage space. This can erode the visual amenity of the countryside.

Countryside Management Area In the urban area and on the urban fringe, the service's work is complemented by the Hertfordshire Groundwork Trust. This organisation (funded by the County Council, Countryside Commission, some Districts and sponsorship) concentrates on environmental improvement projects and campaigns. The activities of the two organisations are an important means of realising and implementing the countryside policies which follow in this chapter.

Policy Intention 25 Countryside Management Service

The District Council will continue to support the Countryside Management Service and its work in the District whilst resources permit.

LANDSCAPE CONSERVATION

12.15 Areas of County or regional landscape importance, identified as "Landscape Conservation Areas" in Policy 6 of the County Structure Plan are defined on the Proposals Map. In order to preserve and enhance these areas special development control considerations apply in addition to the general Green Belt restraint policy.



Coleman Green near Wheathampstead - Landscape Conservation Area

12.16 Much of the Upper Lea Valley, north of Harpenden, together with land around Wheathampstead and a tract to the south-west between the built-up areas of Harpenden and St Albans, is defined as a Landscape Conservation Area (see Figure 12.1). This extends the area identified on the County Structure Plan Key Diagram to link up with similarly

designated land in the adjoining Districts to the north and to include the high quality landscape areas around Childwickbury and Gorbunbury. A small wedge of land has also been defined south of Colney Heath. This forms part of the Sharnley Ridge Landscape Conservation Area, most of which lies outside the District boundaries.

POLICY 104 LANDSCAPE CONSERVATION

The Council will seek to preserve and enhance the quality of landscape throughout the District.

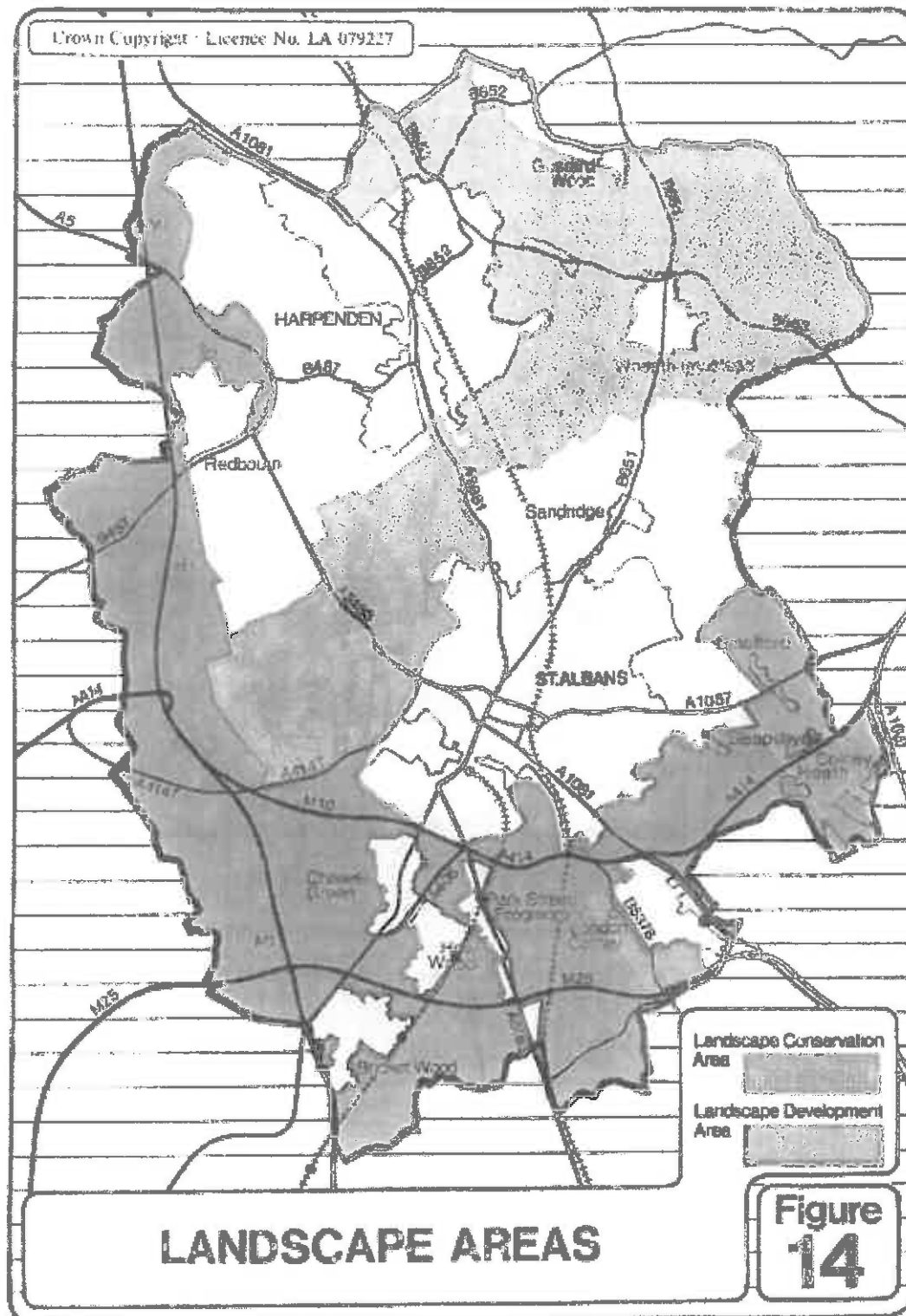
The following landscape conservation areas are partly within the District as shown on the Proposals Map:

LANDSCAPE CONSERVATION AREAS

REF.	PROPOSALS MAP SHEET	LOCATION
LCA.1	1,2,3	Upper Lea Valley, Childwickbury and Gorbunbury
LCA.2	4	Sharnley Ridge

In these areas, the Council will not grant permission for any development that would adversely affect the high landscape quality. Permission will be granted only for development proposals which pay regard to the siting, siting, design and external appearance. Landscape improvements will normally be required when development is permitted.

12.17 The Landscape Conservation Area boundary coincides with the inner boundary of the Green Belt around Wheathampstead and along most of the northern and eastern edges of Harpenden. In 1993, the Local Plan Inspector's Report on this Plan expressed concern that some areas adjoining existing settlements might not be of sufficiently high landscape quality to justify being included within the Landscape Conservation Area. The Inspector therefore recommended that the Landscape Conservation Area boundaries should be reviewed and re-drawn to include only broad tracts of landscape which are of regional and County value.



Project 12B Review of Landscape Conservation Area Boundaries

The District Council will review the Landscape Conservation area boundaries defined in Policy 104 and, if necessary, will redraw the boundaries in the next local plan in order to exclude any areas that are not of regional or County landscape value.

LANDSCAPE CHANGE

12.18 Farmers may carry out a wide range of operations which can reduce the quality of rural landscapes, but which are not subject to planning control. These include the construction of buildings such as silos and barns, the grubbing out of hedgerows and trees and the filling in of ponds. Under an agreed 'Code of Practice on Landscape Change', prior discussions between the farmers or landowners and the Council could result in proposals which meet modern agricultural needs and are sympathetic to the landscape.

Policy Intention 26 Code of Practice on Landscape Change

The District Council will explore the possibilities of implementing a District-wide 'Code of Practice on Landscape Change', but with priority being given to the landscape conservation areas.

LANDSCAPE DEVELOPMENT

12.19 The County Structure Plan expresses concern that significant visual and environmental problems are accumulating in many valuable parts of the Green Belt, especially along the main communication corridors and around the urban fringes. These areas are in need of attention. Structure Plan Policy 7 therefore seeks to guide long-term change, secure renewal, improvement and management of landscapes, and create new landscapes. Priority is to be given generally to the urban fringe, particularly to the areas defined as Landscape Development Areas on the Key Diagram. Landscape Development Area boundaries are to be defined in District Local Plans.

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12.20 Although much of the District's Green Belt countryside is pleasant, the western fringes along the M1 corridor (*see Policy Intention 4*) and the Upper Colne Valley to the south (*see Policy 143*) contain areas of unattractive or damaged landscapes. This whole area is shown as a Landscape Development Area on the Structure Plan Key Diagram in order to encourage a comprehensive approach.

12.21 Whilst supporting the County Council's landscape action programme for landscape conservation and enhancement wherever it is applied, the Council will give priority to landscape improvement in the landscape development area (*see Figure 14*). Similarly, leisure and tourist developments appropriate to the Green Belt can bring about landscape improvement and should be channelled to those areas with the worst environmental problems.



Redhears - Landscape Development Area

POLICY 105 LANDSCAPE DEVELOPMENT AND IMPROVEMENT

The District Council will promote and seek to secure landscape creation, improvement and enhancement throughout the Green Belt countryside. Priority will be given generally to the urban fringe and particularly to the Landscape Development Area shown on the Proposals Map (Sheets 1, 3, 4, 1, and F). Leisure and tourist developments appropriate to the Green Belt will be encouraged if proposals will enhance the quality and appearance of the Landscape Development Area (*see Policies 91, 96, 99, 101, 106, 143 and 144*).

NATURE CONSERVATION

12.22 The principal aim of nature conservation is the protection and enhancement of the characteristic plants, animals and physical features which make up the natural heritage. DoD Circular 27/87 provides precise guidelines regarding conservation for local authorities in their planning, land management and educational functions. In 1988 the Council adopted a "Nature Conservation Strategy for the City and District of St. Albans" and Hertfordshire County Council together with the Nature Conservancy Council is preparing a County Nature Conservation study. The rest of this chapter deals with aspects of nature conservation which apply to statutory planning matters.

12.23 Whilst there are no truly wild areas in the District, there are areas which have been modified by man's activities over the centuries and form semi-natural habitats. These include woodlands, meadows, heaths and marshlands. The quality and diversity of such areas has been reduced in the last 50 years through more intensive farming and forest development. Without positive action, further irreversible losses are likely to take place.

12.24 Surveys of habitats and species carried out by the Museum of St. Albans and the County Environmental Records Centre have been used to identify sites of special ecological importance. The following categories have been identified:

- (i) **Ancient Semi-Natural Woodlands:** Woodlands which have had a continuous cover of trees and other plants since at least 1600 AD, neither having been cleared nor extensively replanted since then;
- (ii) **Pre-enclosure Hedgerows:** Hedgerows planted before the land enclosures of the eighteenth century are generally composed of some 5 or 6 shrub/ tree species and form rich wildlife habitats;
- (iii) **Heathlands:** Areas of acidic soil with a dominant heather flora;
- (iv) **Unimproved Semi-Natural Grasslands:** Pastures which have neither been ploughed nor treated with fertiliser or herbicides;
- (v) **Wetlands:** Ponds, lakes, streams, rivers, marshes, water meadows and fens.

Some of these sites may also contain important geological material.

12.25 Statutory protection is given to Sites of Special Scientific Interest (SSSIs), notified under Section 28 of the Wildlife and Countryside Act 1981; there are two in the District. There are no National Nature Reserves or Local Nature Reserves. However, two sites are managed by the Herts and Middlesex Wildlife Trust as nature reserves. Several sites have been suggested as local nature reserves and the possibility of designating sites in the District needs to be studied.

Project 13 Local Nature Reserves

The Council will investigate the suitability of designating one or more sites of special ecological importance as local nature reserves.

12.26 When determining planning applications on or near sites of ecological importance, consideration will be given to the likely ecological impact of proposals. Habitat will be monitored by the County Environmental Records Centre. Where there appears to be harmful development which does not require planning permission, the Council will consider the use of its Article 4 direction (see para. A.15) to bring it under control.

12.27 Fortunately, the natural heritage is not limited to the natural or semi-natural areas. Even where man has destroyed or radically altered the natural environment, animals and plants, including species protected by law, may move in and colonise new habitats. This means that consideration must be given to ecological matters when determining planning applications regardless of their location. Environmental assessments may be required for certain development proposals in accordance with the U.K. regulations relating to the European Directive.

12.28 Other sites of regional geological or geomorphological (i.e. landform) importance are being identified through the RIGS scheme, promoted by English Nature. Such sites are to be given recognition similar to that accorded to sites of national historic importance.

Policy Intention 26A Regionally Important Geological/ Geomorphological Sites

The District Council will continue to support the work of the Hertfordshire RIGS group in selecting Regionally Important Geological/Glomorphological Sites for conservation.

POLICY 106: NATURE CONSERVATION

The Council will take account of ecological factors when considering planning applications and will refuse proposals which could adversely affect:

(i) Sites of Special Scientific Interest

REF.	PM ⁽¹⁾	LOCATION
SSSL1	3	Bricket Wood Common
SSSL2	3	Moor Mill Quarry

(ii) Nature Reserves

REF.	PM ⁽¹⁾	LOCATION
NR.1	2	Marshall's Heath, Wheatthorpe
NR.2	L	Broad Colney Lakes, London Colney

(iii) other sites of wildlife, geological or geomorphological importance;

(iv) any site supporting species protected by the Wildlife and Countryside Act 1981;

(v) the natural regime of either surface or ground waters in river valleys and their wetlands.

If planning permission is granted for development which could affect a site of conservation interest, it will normally be subject to conditions aimed at protecting the special features of the site. The Council will also seek a Section 106 Agreement to ensure the appropriate management of the site.

Footnote

(1) PM = Proposals Map Sheet - see Preface (Figure 1).

result, water flow in the River Ver has improved considerably. The Council also seeks to ensure that the Rivers Lea and Colne are not adversely affected by any future proposals for water abstraction.

Policy Intention 27 The Rivers Ver, Lea and Colne

The Council will continue to press the National Rivers Authority to ensure that the flow of the Rivers Ver, Lea and Colne is maintained at an acceptable level.

HABITAT CREATION AND MANAGEMENT

12.30 The District Council recognises the value of nature conservation particularly for education and community benefits. The majority of the County's semi-natural habitats have been lost this century. It is important to create new habitats for wildlife and with forethought this can be achieved as an integral part of modern development and land use. Creation of new habitats and protection of those existing, will achieve little unless sites are properly maintained through appropriate management. The Council will, therefore, encourage habitat creation whenever the opportunity arises and will promote sympathetic management of wildlife habitats.

Policy Intention 28 Wildlife Habitat Creation and Management

The District Council will encourage the creation of wildlife habitats and promote the enhancement of sites through sympathetic management.



River Lea at Harpenden

THE RIVERS VER, LEA AND COLNE

12.29 The abstraction of water from the aquifer feeding the River Ver led to a lowering of the water table. North of Redbourn, the length of the river within the District became dry for most of the year. This brought about the loss of several wetland habitats. The Council, together with voluntary groups, was anxious to see the restoration of the river and the enhancement of the associated landscapes. Discussions took place with the National Rivers Authority. A new pipeline has now been constructed from Grafton Water, in Cambridgeshire, to Luton, and the Friars Well Pumping Station on the River Ver, will in future be used only in times of drought. As a

POLICY 111 (Cont.)

normally refuse planning applications on archaeological grounds. However, following evaluation, planning permissions may be subjected to a condition requiring facilities for the Council to record remains by excavation in advance of construction and/or during construction. The evaluation, which may involve limited excavation or other work (eg. geophysical survey), is to be carried out by the Council or an archaeologist approved by the Council.

Voluntary agreements will be sought (e.g. under Section 166) to cover the cost of work, including any initial evaluation, and to ensure that finds made during the course of such work are donated to the Council.

LIST OF ARCHAEOLOGICAL SITES WHICH MAY BE SUBJECT TO A RECORDING CONDITION

SITE REF.	PROPOSALS MAP SHEET	LOCATION
AS.R.1	1	Cropmarks, near Friars Walk, Redbourn
AS.R.2	1	Area around Roman Mambocton, Rothamsted
AS.R.3	1	Medieval Manor, Rothamsted
AS.R.4	1	Medieval Manor, Harpendenbury
AS.R.5	1	Saxon and Medieval Village, Redbourn
AS.R.6	1	Area around the Aubrey, Redbourn
AS.R.7	1	Cropmarks, Beckett Hall, Redbourn
AS.R.8	1	Medieval Manor, Redbournbury
AS.R.9	1	Earthwork Enclosure, Redbournbury/Childwickbury
AS.R.10	1&2	Roman and Medieval site, Thane's Wood, Mad Lane, Harpenden
AS.R.11	2	Roman and Medieval site, Cleppers Wood, Ayres End Lane, Harpenden
AS.R.12	2	Prehistoric Ring Ditch (Cropmark), Bride Hall Lane
AS.R.13	2	Cropmark, Bladderwood
AS.R.14	2	Area around Belgic Oppidum and Cropmarks north of River Lea, Wheatthorpe Road
AS.R.15	2	Saxon and Medieval Village, Wheatthorpe Road
AS.R.16	2	Possible Roman building and environs, Apswell
AS.R.17	2	Prehistoric and Saxon finds, Nonsandford Common
AS.R.18	2	Cropmark, Sandridgebury
AS.R.19	2	Saxon and Medieval Village, Sandridge
AS.R.20	2&4	Area of Roman finds, Porters Wood, Sandridge
AS.R.21	3	Cropmark, Eastern Farm
AS.R.22	3	Cropmark, Old Jeromes
AS.R.23	3	Area around Verulamium
AS.R.24	3&4	Area around Beech Bottom, St. Albans
AS.R.25	3&5	St. Albans - including Saxon Kingsbury, the Saxon and Medieval town and Sopwell Nunnery
AS.R.26	3	Medieval Village site, Westwick
AS.R.27	3	Cropmarks and Medieval village site, Windridge
AS.R.28	3	Cropmarks, Westfield Farm
AS.R.29	3	Area of Roman occupation, Potterscrunch
AS.R.30	3	Earthworks, St. Julian's Wood
AS.R.31	3	Cropmarks of Enclosures, Pinetrees Farm
AS.R.32	3	Medieval Manor and Deserted Village, Hurston Manor

POLICY 110 ARCHAEOLOGICAL SITES FOR LOCAL PRESERVATION

Planning permission will not be granted for development which would adversely affect the remains within, or the character of, the sites for local preservation as defined on the Proposals Map and listed below. Development may be permitted in exceptional circumstances, following evaluation, if the Council is satisfied that important remains would not be destroyed or the character of the site adversely affected. The evaluation, which may involve limited excavation or other work (eg. geophysical survey) is to be carried out by the Council or an archaeologist approved by the Council. Planning permissions will normally be subject to conditions requiring facilities for the Council to record remains by excavation in advance of construction and/or during construction.

Voluntary agreements will be sought (e.g. under Section 106) to cover the cost of work, including any initial evaluation, and to ensure that finds made during the course of such work are donated to the Council. Voluntary agreements will also be sought to ensure the continued preservation and management of important remains.

LIST OF ARCHAEOLOGICAL SITES FOR LOCAL PRESERVATION

SITE REF.	PROPOSALS MAP SHEET	LOCATION (Parish given where appropriate)
ASLP1	1	Roman Site, Friars Walk, Redbourn
ASLP2	1&3	Roman Villa, Childwickbury, St. Michael
ASLP3	2	Belgic Occupation Area, Wheathampstead
ASLP4	2	Enclosure and Ring Ditch, Northmoorland Common, Wheathampstead
ASLP5	3	Land adjacent to Hatch Ward wooded memorial site, St. Michael
ASLP6	3	Three Excavations, Gorbunbury/Battlers Farm, St. Michael
ASLP7	3	Roman Occupation Area, North of Verulamium, St. Albans
ASLP8	3	Belgic Occupation Area, East of Free Wood, St. Albans/St. Michael
ASLP9	3	Roman Kilns, Spring Creek, St. Stephen
ASLP11	5	Abbey Precincts, St. Albans

ARCHAEOLOGICAL SITES SUBJECT TO A RECORDING CONDITION

14.5 Preservation is not essential in other Areas of Archaeological significance. However, it is often crucial that a record of the area be made, normally by excavation, in advance of or during development. Where development is permitted in these areas the following policy will apply:

POLICY 111 ARCHAEOLOGICAL SITES WHERE PLANNING PERMISSIONS MAY BE SUBJECT TO A RECORDING CONDITION

Within the sites listed below and defined on the Proposals Map, the District Council will not

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4 - Promoting sustainable travel

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel (Paragraph 29);

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Paragraph 32)

7 – Requiring Good Design

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (Paragraph 56);

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Paragraph 57);

Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping (Paragraph 58)

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted (Paragraph 72)

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required (Paragraph 73).

9 – Protecting Green Belt Land

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (Paragraph 79)

Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land (Paragraph 80)

As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (Paragraph 87).

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (Paragraph 88)

10 – Meeting the challenge of climate change, flood and coastal change

In determining planning applications, local planning authorities should expect new development to:

- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (Paragraph 96).

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- applying the Sequential Test;
- if necessary, applying the Exception Test;
- safeguarding land from development that is required for current and future flood management;
- using opportunities offered by new development to reduce the causes and impacts of flooding; and
- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations (Paragraph 100).

The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding (Paragraph 101).

When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment²⁰ following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems (Paragraph 103)

11 - Conserving and enhancing the natural environment

The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (Paragraph 109).

When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted;
- development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;
- opportunities to incorporate biodiversity in and around developments should be encouraged;
- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss (Paragraph 118);

Planning policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason (Paragraph 123)

Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan (Paragraph 124).

By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation (Paragraph 125).

12 - Conserving and enhancing the historic environment

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (Paragraph 128).

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal (Paragraph 129).

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage
- assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to
- sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local
- character and distinctiveness (Paragraph 131).

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (Paragraph 132).

HERTFORDSHIRE COUNTY COUNCIL

LOCAL TRANSPORT PLAN 3 VOLUME 2

TRANSPORT POLICY DOCUMENT

April 2011

**Environment
0300 123 4047
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1. Introduction

This policy document, Volume 2 of Hertfordshire county council's LTP3, sets out the county's main transport policies. The overall strategy is explained in Volume 1 of the LTP which presents the county's approach to transport and the vision, goals and challenges that the county wishes to achieve and the reasons for it. The challenges are repeated here in part 2.2 for completeness.

The remainder of this document contains a complete compendium of the county's transport policies (known as tactical policies) which the county intends will lead to achieving the challenges of the strategy. The policies are highlighted in grey boxes with explanatory notes where appropriate. The policies which address individual challenges are listed in Appendix 1.

The policies relating to network management and management of the highway assets are included as part of the transport policies but the detailed operational policies and guidance which relate to how aspects such as highway maintenance will be implemented (for example the guidance set out in '*Roads in Hertfordshire*') are not included here.

In some instances the transport policies, for example Urban Transport Plans, Walking and Cycling, are supported by a Strategy or Plan which provide more detail on how the policy is to be implemented and on the operations envisaged. These Strategies and Plans are daughter documents to the LTP but will not all be fully developed by April 2011. A full list of the proposed LTP Daughter Documents is provided in Appendix 2.

In setting out the overall strategy towards transport in the county over the next 20 years the LTP will provide a framework not only for the county council but for all who are engaged in the development of Hertfordshire and the provision and use of the transport network.

The overall approach the county council is taking to achieve the challenges of the LTP and therefore arrive at the policies in this document is one of promoting alternative travel modes to the car and the efficient management of the network as explained in Volume 1 of the LTP. However in applying the approach and implementing the policies the county council will have to recognise certain priorities, not least the availability of funding.

In order to ensure that the county council meets its challenges and to ensure best use of available resources, a number of Highway & Transport Programmes have been developed. These are set out in detail in the Highways and Transport Programme Entry Guidance. The LTP Implementation Plan summarises the main elements of these programmes.

To ensure that the county council's vision becomes a reality over the next 20 years, focus on the strategic priorities is essential. The success of the county council in delivering these priorities will be measured against a number of indicators deriving from the National Indicator set and some locally defined measure and targets as set out in the Local Transport Plan Volume 1.

The policies contained in this policy document have been subject to appraisal under the Strategic Environmental Assessment process as described in Volume 1 of the LTP and the results assimilated into the finalised document. Policies will be reviewed during the plan period as appropriate in the light of changing circumstances and the programmes for development will be reviewed annually as part of the Implementation Plan.

2. Transport Approach and Challenges

2.1 Hertfordshire's Approach to Transport

The third Local Transport Plan marks a shift in approach for the county council. The key transport issues in Hertfordshire remain the same: tackling peak-time congestion, maintaining roads, reducing casualties, supporting economic growth and maintaining access to key services. However the prospect of higher demand and fewer resources, plus the need to address climate change, has meant that we need to look for different ways to meet these challenges.

This plan will see less emphasis than the original LTP2 on building new roads, or making major changes to existing roads, instead placing a much higher priority on making better use of the existing network.

A key element of the plan is "intelligent transport systems". Measures such as optimising traffic signals and providing real-time information will help network managers and motorists make the best use of our roads. The same systems will provide up-to-the-minute information on buses and trains, encouraging motorists to consider using other forms of transport. This encouragement will be reinforced through co-ordinated programmes of travel plans for businesses, schools, railways stations and for individuals. Above all, the aim is to make everyone aware of all the travel options available and the consequences of the choice that they make.

Small scale highway improvements will be promoted to support local communities, economic regeneration and safety, with the priority given to sustainable and healthy, transport such as walking and cycling. These schemes will be identified through the continuing programme of urban transport plans developed with the local community, which are also tools to secure external funding.

Major new road schemes such as bypasses will normally only be built through external funding where new development generates significant new traffic flows. New Infrastructure will be necessary during the plan period and is essential for passenger transport improvements. The county council is presently the leading partner in the Croxley Rail Link project to link Watford town centre to the Metropolitan London Underground and is engaged in the planned major improvements to Watford Junction Interchange and the Abbey Line.

In the short term at least, it is anticipated that the transport network will look similar to today, but it will be used in a much smarter way. The travelling public will be empowered through information to make sustainable transport choices, and transport providers will be able to respond to these.

2.2 LTP Challenges

The county's approach to transport set out in the previous section is currently articulated through the five goals and thirteen challenges of LTP3.

The 5 goals and 13 challenges of **Local Transport Plan 3** have evolved from those previously established by the Department for Transport. The national goals and challenges were developed through consultation with local, regional, national groups and organisations, and the public and the counties have similarly been subject to wide consultation.

The Hertfordshire goals and challenges reflect:

- The **Sustainable Community Strategy** published by Hertfordshire's Local Strategic Partnership, Herts Forward, and this document contains a chapter entitled Transport and Access which included five long term objectives and 6 short term actions for transport in Hertfordshire. It will be refreshed during the lifetime of this LTP.
- The county council's **Corporate Plan 2009/12** which sets out key corporate challenges for the authority in response to a detailed evidence base and following comprehensive consultation with the public and other stakeholders.

The **5 HCC goals and 13 HCC challenges** are laid out below reflecting the priorities of Hertfordshire:

GOAL Support economic development and planned dwelling growth

Challenge 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.

Challenge 1.2 Support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity.

GOAL - Improve transport opportunities for all and achieve behavioural change in mode choice

Challenge 2.1 Improve accessibility for all and particularly for non car users and the disadvantaged (disabled, elderly, low income etc).

Challenge 2.2 Achieve behavioural change as regards choice of transport mode increasing awareness of the advantages of walking, cycling and passenger transport, and of information on facilities and services available.

Challenge 2.3 Achieve further improvements in the provision of passenger transport (bus and rail services) to improve accessibility, punctuality, reliability and transport information in order to provide a viable alternative for car users

GOAL Enhance the quality of life, health and the natural, built and historic environment of all Hertfordshire residents

Challenge 3.1 Improve journey experience for transport users in terms of comfort, regularity and reliability of service, safety concerns, ability to park and other aspects to improve access.

Challenge 3.2 Improve the health of individuals by encouraging and enabling more physically active travel and access to recreational areas and through improving areas of poor air quality which can affect health.

Challenge 3.3 Maintain and 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 transport on the natural environment, heritage and landscape.

Challenge 3.4 Reduce the impact of transport noise especially in those areas where monitoring shows there to be specific problems for residents.

GOAL Improve the safety and security of residents

Challenge 4.1 Improve road safety in the county reducing the risk of death and injury due to collisions.

Challenge 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 that accessibility is not compromised.

GOAL Reduce transport's contribution to greenhouse gas emissions and improve its resilience.

Challenge 5.1 Reduce greenhouse gas emissions from transport in the county to meet government targets through the reduction in consumption of fossil fuels.

Challenge 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 increasing likelihood of periods of severe weather conditions.

3. TRANSPORT POLICY

3.1 Access to services (Accessibility and Social Inclusion)

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Accessibility in terms of local transport planning is defined (by the Department for Transport) as people being able to access key services at reasonable cost, in reasonable time and with reasonable ease. Such a standard of access by appropriate transport to the key services of health, learning, work, food shopping and leisure is important for all residents.

Accessibility is not just about the existence of transport services, but whether they are available to those who require them, whether they are acceptable in terms of comfort, whether they are affordable for those on low incomes and not in receipt of concessionary fares. For example low floor buses are essential for accessibility by wheelchairs but have limited capacity.

The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services by sustainable modes of transport, typically walking, cycling and passenger transport, by:

- A. Working with a wide range of partners to coordinate the provision of passenger transport services and community transport in order to improve accessibility to key services. The county council will use its powers to enhance service provision through reviewing bus and rail contract specifications and will support the voluntary sector to provide transport services that improve accessibility for disadvantaged groups.
- B. Seeking to improve access to key services by improving access for pedestrians and cyclists, enhancing passenger transport infrastructure and promoting and providing adequate parking facilities for people with disabilities.
- C. Seeking to improve the accessibility of new developments through its highways' development control advice and will encourage innovation in its own services contributing to improved accessibility for disadvantaged groups
- D. Ensuring the provision of up to date and accessible transport information aimed at all disadvantaged groups and using a variety of media.
- E. Ensuring that all highway schemes seek to improve accessibility through good design, removal of unnecessary physical barriers and provision of enhancements to encourage sustainable travel.

Explanatory Notes

Key services in relation to improving access include health facilities, schools, community facilities, such as town centres and local parades of shops, libraries and leisure centres, parks and playgrounds, and passenger transport interchanges. Other services may be considered key in appropriate circumstances.

While this is the overall aim for the county, actions as regard access to services will focus on the needs of potentially socially excluded groups and non-car users to promote social inclusion and address the needs of disadvantaged groups. There will though, be positive benefits for the wider community from nearly all interventions in this area.

The groups currently considered a priority are:

- Elderly and Physically Disabled.
- People with learning disabilities.
- People on low incomes.
- Young people (25 years and under)
- Residents living in rural
- parts of Hertfordshire without access to a car.

The county council will seek to improve accessibility and address social exclusion in five key topic areas and will design, commission and provide appropriate information, infrastructure and transport services to meet the specific needs of identified disadvantaged groups. It should be noted that this policy includes access to services in rural areas where significant accessibility difficulties exist.

A. Provision and co-ordination of passenger transport services and community transport.

In support of this the county council will seek to:

i) Work with commercial operators, bus and rail, to seek to improve the quality of the existing passenger transport network (see section 3.16 of this document) making it more responsive to people's needs, more flexible and accessible, well marketed, integrated and reliable.

- Continue to raise the quality of vehicles through higher contract specifications
- Support passenger transport providers to ensure that full customer care training is made available to all staff, including those specialised elements that concern disabled customers.
- Encourage the Borough/District councils to incorporate the needs of disabled people and the mobility impaired in their provision for taxis and their policies for taxi vehicle and driver standards.
- Develop and support measures to enable disadvantaged people to access work, education and leisure.

ii) Where residents are unable to get to, or onto, existing passenger transport provision the county council will promote, develop and support a range of transport schemes that meet the needs of disadvantaged groups and residents.

- Provide advice and appropriate financial support to the voluntary sector promoting further development of community transport.
- Support the Herts Integrated Transport Partnership with the aim of providing a one-stop approach to transport for people who have a medical or social need for transport.

- Work in partnership with Borough/District councils, other local authorities, health authorities, statutory agencies, commercial bus and train operators, and the voluntary sector to develop and co-ordinate transport provision in rural areas where passenger transport provision is poor and where door to door health and social car schemes are appropriate.

B. Access to Key Services

In support of this the county council will:

- Improve the passenger transport network and supporting infrastructure through its development control function, when new developments are proposed.
- Work closely with the District/Borough councils to agree adequate parking enforcement strategies and ensure that the needs of the disabled are considered (prioritised) in all parking proposals (principally Controlled Parking Zones and Special Parking Areas) and to prevent vehicles impeding the footway.
- Consider measures that will help people to walk and cycle such as dropped kerbs, improved signage, better crossing facilities and appropriate resting facilities.

C. Increase the range of services that people can reach using sustainable transport modes including taking the services to the people.

In support of this the county council will:

- Seek to both improve transport links to services and to locate services nearer to residents.
- Promote liaison between planners and developers to ensure that residents in existing and proposed residential developments can access key services using sustainable modes of transport (using developer contributions wherever possible).
- Continue to promote accessibility schemes emerging from work with parishes and villages and consider them alongside schemes emerging from within the Urban Transport Plan and the Rural Strategy processes.
- Work with public sector partners such as Primary Care Trusts and Adult Care Services to bring services to residents

D. Design and provision of information

In support of this the county council will:

- Ensure that the provision of transport information is consistent with the needs of the wider community including disabled and mobility impaired residents, people with reading or learning difficulties, rural communities and minority groups.
- Promote and provide walking and cycling information through various media, print and electronic format.
- Work to promote and develop Travellink as a single point of access for those that do not have access to a car or cannot use passenger transport.

- Use the Intalink partnership to promote a greater availability of passenger transport information in appropriate formats such as large print, Braille and foreign languages when requested.
- Maintain a network of outlets for printed information across the county, e.g. one-stop shops, libraries and council offices and work with local groups where they are able to assist in the local distribution of information.

E. Highway design

In support of this the county council will:

- Continue to support an Accessibility Steering Group and the Transport Issues for Disabled People Group which advises the county council on best practice and the implementation of this policy.
- Use the design standards for highway improvements detailed in its document 'Roads in Hertfordshire.'
- Seek to reduce the amount of obstructive street furniture on new highway schemes and existing pedestrian thoroughfares.

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- Government Office for the East of England. (Dec 2006) *Regional Transport Strategy in East of England Plan*.

3.2 Airports

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Hertfordshire has two major civil airports immediately over its borders, Stansted and London Luton, plus Heathrow a relatively short distance to the south-west. Passenger flows are particularly heavy on the related radial routes, the M11 and the West Anglia railway line from Stansted to Liverpool Street Station London, and the M1 and the Midland main line from Luton to Kings Cross. Employees are more widely spread using a range of routes to reach the airports including the A120, A1184 and B1004 at Stansted and the A1081, A505 and B653 at Luton.

The Air Transport White Paper published in December 2003 set out the government's then policy for airport development. The intention was that full use would be made of the capacity of existing runways and in addition a second widespaced runway was proposed at Stansted and a full-length runway at Luton. The county council's position remains strongly against these proposals. A new National Policy Statement on Airports due to be published in 2011 will set out a different policy to that of the White Paper.

- A. The county council is opposed to new runway development at Luton and Stansted Airports.
- B. Should any future development and growth in passenger numbers at either Stansted and Luton Airports be promoted, the county council will seek the provision in Hertfordshire of adequate supporting surface access infrastructure and services to meet the needs of airport users while minimising the impact on local and other travellers. The county council will seek assurance that the funding of such improvements will be in place before growth occurs.
- C. The county council will promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes.

Explanatory notes

The county council will seek to implement the policy as regards surface access through working with the airport operators on the Airport Surface Access Strategies and with transport providers and authorities to improve access. In particular it will look to realise the potential for coach services to link parts of the county to the airports and promote improved rail services from Hertfordshire stations to Stansted. The council's influence over the provision of infrastructure and services on this scale is limited but it will work with neighbouring authorities to maximise its influence.

The county council will consider the implications of the Airports National Policy Statement when it is published. Consideration will include the above policy, which relates to expansion proposed in the 2003 Air Transport White Paper, and the county Corporate Plan 2009/2012 which in seeking to tackle climate change states that it will look to resist airport expansion and mitigate the impact of air traffic.

Bibliography

- *Air Transport White Paper (Department for Transport) 2003*
- *Airport Surface Access Strategies*

3.3 Casualty Reduction and Prevention

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The county council has a statutory duty under the Road Traffic Regulations Act 1988 (section 39) that requires authorities to develop programmes to address their known accident problems. This statutory obligation states that once studies have been carried out on specific accidents the authority must, in light of those investigations, take measures that appear to it to be appropriate to prevent such accidents recurring. In addition when a fatal accident occurs on a public highway, the police will investigate the incident as an 'unlawful killing'.

Nonetheless it is axiomatic that 'human beings make mistakes. When people make those mistakes on the roads, the consequences can be grave, even fatal, for themselves or for others.'¹

The number of collisions and casualties in Hertfordshire has seen significant reductions over the last decade but every day adults and children are injured and sometimes die while using the transport network in the county.

The county council will:

Minimise the number of people killed or seriously injured on the county's roads through:

- A Targeted activity using latest data analysis techniques and measures
- B Promoting a mix of engineering, education and enforcement activity focused on casualty reduction and prevention
- C Working with partners to develop and deliver targeted and appropriate measures and messages

Explanatory notes

Policy statement A: Data Analysis

Police Stats 19 data has been used for many years to establish patterns and locations for safety measures and it will continue to provide the base data that underpins scheme selection. Emphasis is placed on using data where road users have been injured or killed on roads in the county rather than where damage only collisions have occurred. Analytical tools are now available to help target interventions according to risk and likelihood of involvement in injury collisions and they will be increasingly used to develop specifically targeted educational activity.

¹ A Safer Way, DfT consultation doc, April 2009.

Policy statement B: Engineering, Education and Enforcement

Although traditional, engineering, education and enforcement measures, including safety cameras, have been effective in reducing injury collisions and casualties in the county (and will continue to be implemented through the promotion of collision and casualty prevention and reduction programmes). New data tools will help to specifically target education interventions at a very local level.

The county's Speed Management Strategy (section 3.24) considers the setting and enforcement of speed limits.

Policy statement C: Partners

DfT guidance specifically directs local authorities to develop strategies with partners, such as the police and the other emergency services, who will continue to be crucial partners in delivering road safety improvements. The Strategic Road Safety Partnership currently has representation from HCC, Police, Fire and Rescue, PCT, and the Highways Agency.

There are other specific safety aspects that the council seeks to address. These can range from powered two wheelers (see section 3.17) to mobility scooters that have dangers for both the users and other road users. Detail on the implementation of the county's safety policies and the criteria for interventions is set out in the Road Safety Strategy 2011, a daughter document of the LTP.

3.4 Climate Change: Emissions Reduction and Climate Risk

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Climate change affects all aspects of our society, economy and environment. It has serious implications for transport which is a major source of emissions (and hence a contributor to climate change), as well as also being at risk from the physical impacts of climate change itself through extreme weather events and gradual changes in temperatures and rainfall over time.

The climate change agenda has been one of the most rapidly expanding areas of policy over recent years for both central government and local authorities. The passing of the Climate Change Act (2008) introduced the requirement of an 80% reduction in emissions from 1990 levels by 2050 and an obligation upon the public sector in particular to assess its vulnerabilities to the impacts of climate change. This was a clear statement from central government on the need for action and this has been directly passed down to local authorities both in terms of legislative requirements and statutory obligations.

The county council's Corporate Plan (2009-2012) recognises the need to reduce emissions, including the need to tackle traffic congestion, and also the need to prepare for potential climate change impacts. Both issues apply to transport and are therefore key elements of the county's transport policies.

Emissions - Mitigation

Transport in Hertfordshire makes up just over a quarter of the county's assessed CO₂ emissions (27%) and over a third when traffic on Trunk Roads and Motorways is included (37%)². The overall level of emissions needs to be substantially reduced to meet the government's target, with emissions reductions achieved through a mixture of reducing traffic mileage, reducing the emissions from individual vehicles (through technological advances) and maintaining free flowing traffic at appropriate speeds.

The county council will seek to:

- A. Promote a change in people's travel behaviour to encourage a shift in journeys from cars to passenger transport, cycling and walking, which will reduce emissions.
- B. Support the carbon reduction, sustainability and health agenda by encouraging safe walking and cycling for all.
- C. Reduce the level of stop-start conditions through traffic management and other small scale interventions.

² Department of Energy and Climate Change 2008, figures for 2007:
county roads - 1,845 kt CO₂, 27% of county emissions;
all roads - 2,944 kt CO₂, 37% of county emissions.

- D. Promote reduced use of fossil fuels in transport through driving styles, more efficient engines and new technologies.
- E. Promote the use of cleaner fuels and technologies by bus operators and the local authority fleets.
- F. Investigate the use of low emission zones.
- G. Support national programmes to reduce transport's contribution to climate change.

These policies apply throughout the Local Transport Plan and other sections of this document contain further information on how they may be realised. The aims of the traffic reduction policies have not changed substantially over the past decade and include the benefits to health from using more active travel modes but the threat of climate change gives fresh impetus to the need to change lifestyles and promote alternative forms of travel.

As well as traffic reduction more efficient engines and driving styles will reduce emissions without changing mileage while new technologies, such as hybrids and electric vehicles, offer further potential for savings. The county council has a limited role in delivering new technologies but will support central government's initiatives where relevant.

The introduction of electric cars is still in an early stage and in the early years of this plan their use is likely to be limited so the county's policy regarding the provision of infrastructure for them (section 3.9 of this document) will need to be kept under review.

Other policies which would help to achieve a reduction in emission levels may also need to be considered later in the LTP3 plan period if the required fall in emissions is not being realised. These could include measures such as road pricing in congested areas and routes, taxing private car parks and other demand management interventions. The value of these measures is not yet proven so they do not form part of the county's transport policies at the present time but will be kept under review.

The county council is required to take account of emissions arising from its own operations. Emission levels from the construction and operation of proposed new infrastructure will be assessed for each project. The required reduction in emissions however is unlikely to be achieved by the county council's policies, promotions and actions alone. It will require the support of transport providers, employers and the public together with all levels of government.

Climate Risk - Impacts of Climate Change

The county council has also to prepare for the impacts of climate change. It is apparent that what might be termed extreme weather phenomena, such as heavy rain and snow, and floods, heat waves and drought, are likely to increase both in terms of frequency and magnitude over the coming decades. Meanwhile we are already experiencing the effects of more gradual changes in temperatures and rainfall (such as a lengthening of the growing season and the implications of this for open/green space maintenance regimes).

The potential impact of these changes in coming years is known as climate risk and must be factored into the design and operation of new and maintained infrastructure, as well as policies and decision-making, to ensure the transport network in Hertfordshire is fit for purpose in the future.

The county council, as part of its response to climate change adaptation, will design, construct, maintain and operate all infrastructure in the light of the risk from a changing climate. The same principles will be applied to infrastructure provided by other organisations including developers.

The risk from the impacts of climate change will increase over time and must be factored into all long term decisions and planning, that is at least the life time of new and maintained infrastructure. The transport network needs to be resilient to changing weather patterns and extreme events.

The requirements for new road infrastructure in this regard are set out in the county's highways design guide 'Roads in Hertfordshire'. Inevitably as knowledge regarding potential climate change increases then these requirements may need reviewing over the LTP plan period.

3.5 Congestion

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Public surveys suggest that traffic congestion is considered a significant problem in Hertfordshire. Traffic delays, often made worse as a result of collisions, and the uncertainty as to the time any journey might take, are a major concern to local businesses and to bus, coach and freight operators and can badly affect the economy of the county.

Congested traffic results in higher levels of emissions compared with free flowing traffic. This further increases transport's contribution to climate change and reduces local air quality creating air quality problems in congested areas. Congestion can also impact on the environmental character of an area, and deter people from walking and cycling there, and can lead to rat-running on less suitable roads, with all its attendant safety and environmental problems.

Traffic congestion therefore has an adverse impact on all road users but the car is still expected to be the dominant mode of transport in the county and in the country throughout the life of this plan. Congestion will be inevitable where the road capacity is insufficient to meet demands and drivers are willing to accept the resulting delays. It is the county's policy to reduce the need to travel and promote the use of sustainable modes of transport, alongside road user education, training and publicity initiatives. These aim to address this issue while efficient management of the network minimises the local effects.

The county council will identify user priorities on routes across the highway network and seek to:

- A. Manage, and where feasible reduce, traffic in congested areas and on congested routes particularly in peak periods.
- B. Improve traffic flows and minimise the adverse environmental effects of congestion by using intelligent transport systems, traffic management and small scale interventions.
- C. Minimise the effects of road congestion on passenger transport services by introducing bus priority measures.
- D. Promote walking and cycling in peak periods by improving the environment for these modes in congested areas.

Managing congestion is a part of the efficient management of the network which underlies all of the county's work as Highway Authority. Information technology and small scale interventions can help address particular problem areas but in the longer term solutions depend on limiting the growth in demand in the peak periods by changing people's attitude to the car and increasing the proportion of journeys by modes other than the car. Improving the travelling environment for these modes, the safety, security, ambience, air quality and so on is therefore an important part of the county's policies.

Congestion and stop-start driving conditions (rolling queues) also have particular impacts on local air quality. Congested traffic can lead pollution levels requiring the declaration of a locality as an Air Quality Management Area (see section 3.18).

Promoting buses, cycling and walking and other sustainable modes (e.g. car sharing) requires interventions that make journeys by those modes quicker, more comfortable practical and safer (or at least perceived as being safer by the user). These interventions will normally be considered as part of an Urban Transport Plan so the priorities and potential conflicts with maintaining free flowing traffic can be fully assessed.

For congested routes between urban areas the council intends to adopt corridor strategies. These are strategies for important routes aimed at making the fullest use of available capacity. In the initial strategies the authority will concentrate on those routes linking the major urban areas defined as the key centres for development and change (KCDCs). These strategies will build on the findings of studies carried out in the region in 2010 (DaSTS³ studies). Road traffic originating in rural areas also contributes to congestion, and the Rural Strategy will seek to address appropriate issues associated with this.

More controversial measures such as road pricing or limited car parking may need to be considered in the future but are not part of the present LTP policies.

³ DaSTS Developing a Sustainable Transport System : Department for Transport 2008

3.6 Cycling

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Cycling is a low cost, convenient, quick, healthy and sustainable form of transport that is well suited to many short to medium distance journeys. Increasing levels of cycling forms an essential part of Hertfordshire's transport strategy.

Cycling is a simple way for people to incorporate more physical activity into their lives and can provide access to jobs, services and recreational opportunities for many people. By replacing trips made by car with cycling there is also the added benefit of reduced emissions and congestion on the highway network. As a result increased levels of cycling in Hertfordshire can make important contributions to the 5 goals of the Local Transport Plan.

The county council will promote cycling through infrastructure improvements and softer measures such as campaigns, information and education and ensure that as far as practicable all of its policies and programmes work together to encourage modal shift to sustainable forms of transport including cycling.

Encouraging modal shift to sustainable modes of transport, particularly cycling and walking, forms a major part of the county's transport policy and service areas other than transport should recognise the importance of cycling through its inclusion in their own policies and programmes. The county council can communicate support for cycling and will seek to address a range of issues including design, maintenance and safety. As part of this work it will develop a funded programme to include developer contributions where relevant.

With the aim of increasing levels of cycling the county council endorsed a detailed cycling strategy in 2007. The strategy includes a comprehensive set of policies with the aim of encouraging more cycling, more safely, more often in Hertfordshire.

The Cycling Strategy was developed around the criteria listed below to provide a framework for delivering increased levels of cycling in Hertfordshire:

Council Commitment to cycling

- Improving Cycling Infrastructure
- Cycle training (Bikeability)
- Marketing and promotion
- Stakeholder engagement
- Wider engagement (partnerships with other agencies, including Sustrans)
- Planning (the integration of cycling into land use development)
- Targets and Monitoring

The full cycling strategy which contains detailed policies and further supporting guidance is available on <http://www.hertsdirect.org/ltp>. It will be reviewed in 2011/12. The cycling strategy complements the walking strategy and together they address areas of crossover, including the interactions between cyclists and pedestrians.

Recent results from the Department for Transport's investment in Cycling Demonstration Towns has shown that a combination of improved cycling infrastructure and softer measures such as promotion and improved cycle training can deliver significant increases in levels of cycling. Whilst these measures require increased investment they have been shown to provide a high benefit-cost ratio and this provides a strong case for consideration to be given towards making a similar targeted initiative in Hertfordshire should funding become available.

3.7 Developer Contributions - Community Infrastructure Levy

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The Community Infrastructure Levy (CIL) was introduced in the Planning and Compulsory Purchase Act 2008, as a means of seeking contributions to essential infrastructure in a more transparent and effective manner.

Following a series of consultations on the mode of operation of CIL, and consultation in July 2009 on Draft Regulations, the final set of Regulations was published in February 2010, and the legal provisions for the Levy came into being on 6 April 2010. To complement the introduction of CIL, a number of changes to the operation of Section 106 agreements were also introduced, including effectively making the "tests" of Circular 05/05, a legal requirement.

The main provisions of the CIL are as follows:-

- The system is based on the principle that new development should help pay for the cost of infrastructure it gives rise to, with payment based on a simple formula relating to the size and character of the development being charged, applied to most development with some exemptions (e.g. householder applications)
- CIL will be charged and collected by those who prepare development plans, so in England this will include the district councils and unitaries but not county councils
- The definition of infrastructure should be wide enough for charging authorities to decide what infrastructure is appropriate to their area
- Regulations allow the pooling of contributions by charging authorities to deliver sub regional infrastructure in the context of delivering their development plans
- The Regulations allow the potential for bodies such as Regional Development Agencies or the HCA to forward fund key infrastructure on the basis of later reimbursement from CIL funding streams
- The rates to be charged will be set out in a Charging Schedule, which will be consulted upon and be subject to an examination in public. Charges will be expressed as a cost per square metre of development for each main class of development defined in the development plan
- There is a need for an up to date development plan as the basis for setting CIL, but also the CIL setting should take forward the infrastructure planning process with a detailed assessment of need which would be the subject of its own formal testing similar to that required for the development plan.
- Section 106 Agreements will continue to operate, specifically for site specific impacts of development and to facilitate the provision of affordable housing; restrictions in the use of obligations are proposed to ensure this.

A number of changes to the operation of Section 106 agreements have been introduced, including the “tests” of Section 106 legal status, which will encourage local authorities to move to the use of CIL. Amongst these will be a limitation on the ability to pool contributions from Section 106 towards more strategic infrastructure, after the deadline of April 2014, and ensuring the scope of Section 106 is tightly defined once a CIL charging regime has been introduced.

At this stage it is too early to reach conclusions as to whether the 10 Charging Authorities in Hertfordshire will move towards the implementation of CIL in the county. However as appropriate:

The county council will ensure that, prior to the adoption of a CIL regime (or equivalent), that Section 106 contributions for transportation infrastructure can be evidenced and meet the statutory tests, and will work together with District councils in the development of a co-ordinated approach to the implementation of CIL (or equivalent), where this is required.

3.8 Development Control

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The county council has consistently sought to integrate its transport policies with the relevant land use policies at the regional, county and local level and will continue to do so. There is now no county level planning document reflecting transport issues. The county council will however continue to advocate its transport policies as set out in this LTP through dialogue with the District/Borough councils with the intention that they will influence the shape of development in the future.

In considering development proposals in its role as Highway Authority the county council will have regard to all the policies in this LTP and particularly those relating to reducing the need to travel and to increasing the use of modes other than the car and those relating to climate change.

The county council will:

- A. Examine development proposals to establish whether their effects on the transport system can be accepted and to ensure that the access arrangements are constructed to an adequate and safe standard.
- B. Ensure the transport and safety implications of development proposals are considered.
- C. Assess development with regard to reducing the need to travel and ensure alternative modes of transport such as walking, cycling and the use of passenger transport are promoted.
- D. Whenever possible, mitigate the effects of the movement demand generated by development with obligations from the promoters. The county council will seek to obtain the maximum private sector contribution compatible with Government guidelines and the county council's transportation objectives and, where appropriate, published local strategies.
- E. Require a Transport Assessment and a Travel Plan for developments above certain thresholds.
- F. Consider requiring a Transport Assessment or statement and/or a Travel Plan for smaller developments below general thresholds in sensitive locations.
- G. Resist development where:
 - i. The proposals would increase the risk of accidents or endanger the safety of road or rights of way users.
 - ii. The proposals would cause or add significantly to road congestion, especially at peak travel times.
 - iii. The proposals would generate a significant change in the amount or type of traffic using local or rural roads or rights of way.
 - iv. The proposals would either significantly affect the rural or residential character of a road or right of way, or would significantly affect safety on rural or local roads or rights of way amongst vulnerable users, or would be located by a poorly designed road.

H. New access to primary and main distributor routes will only be considered where special circumstances can be demonstrated in favour of the proposals. This will include consideration of why alternative proposals are not viable.

Explanatory notes

The county council has consistently sought to ensure its transport policies are fully integrated with the land use planning policies at the regional, county and local level. An essential element of the overall county development strategy, with its emphasis on urban regeneration, is to minimise the need for travel and encourage less environmentally damaging forms of transport. Whilst there may be future development in areas of a rural nature, the overriding objective of spatial planning policy in the County will remain to focus development on the larger urban settlements in order to maintain and improve the sustainability of development and reduce carbon emissions.

District/Borough councils are continuing to develop their Local Development Frameworks, with a major element in those reviews being the transport strategy and related aspects, such as car parking strategies.

Proposed new developments will be considered in the light all the county's transport policies including their potential to reduce the need to travel and their accessibility, particularly for modes other than the car. As part of this consideration the effect of development generated traffic on the transportation system will be assessed for all proposals. In particular:

A Transport Assessment and a Travel Plan will be required in the following instances based on the current Department of Transport (DfT) guidance on Transport Assessment:

- Housing developments for more than 80 dwellings.
- Food Retail development of more than 800m² gross floor area.
- Non-food Retail development of more than 1500m² gross floor area.
- Office development (B1) of more than 2500m² gross floor area.
- Industrial development (B2) of more than 4000m² gross floor area.
- Warehouse development (B8) of more than 5000m² gross floor area.
- Sports centres, leisure complexes, golf courses, mineral extraction, landfill and other waste disposal proposals.
- Any development likely to increase accidents or conflicts, particularly of vulnerable road users.

In sensitive locations a transport assessment with travel plan statement may be required for smaller developments below these thresholds.

A Transport Statement may be required for smaller developments as set out in DfT guidance and in the county's highway design guidance 'Roads in Hertfordshire'.

The traffic and road safety implications on the highway and Rights of Way networks of development proposals, and the related proposals for addressing them should be set out in any transport assessment or statement required. Such assessments should include the level of accessibility for all modes of travel and any proposed parking provision.

All types of developments will be expected to develop a travel plan with a plan being submitted to accompany the application. This requirement will apply to school as well as

business and other developments. Further information on travel planning is set out in section 3.28 of this document.

Development will be located so that traffic is discouraged from using roads, in particular local distributor and access roads to which it is not appropriate. Development on a road with inappropriate characteristics could be acceptable if the following conditions are met:-

- The development is within 1 km of the distributor road network; and
- The developer provides improvements to the local road (local roads will be defined as in the Road Hierarchy and Network Development, section 3.20) which satisfy environmental, safety and capacity conditions.

This will particularly apply to recreational and community developments which could attract large numbers of visitors, albeit on only one or two occasions each year.

A significant change in the amount or type of traffic using a road will be considered to exist where: -

- There is an increased risk of accidents, especially to pedestrians, cyclists and other road users such as horse riders.
- The road is poor in terms of width, alignment or structural condition.
- Increased traffic would have an adverse effect on the rural character of the road or the residential properties along it.
- Development generates particular types of heavy traffic, including distribution centres and waste and minerals operations. These will be located such as to discourage that traffic from using roads other than the primary network wherever possible.

Developer contributions will normally be necessary to mitigate the impact of development traffic and to improve accessibility to the development site by all modes of transport. The scale of the contribution will depend on the size and type of the proposed development and the transport investment required to cope with the predicted level of transport needs.

The county council will aim to secure planning obligations following Government guidelines (including those relating to the Community Infrastructure Levy, section 3.6), Local Planning Authority planning documents and the HCC Planning Obligations Toolkit.

When considering the adoption of new roads and infrastructure to become highway maintainable at the public expense under provisions within the Highways Act it is the county council's intention that:

- On development with no through route, only the main access road will be considered for adoption. Residential access roads serving underground car parks, supported by structures or taking the form of short cul-de-sac with no wider highway benefit will not be considered for adoption.
- If the developer states that they do not want to offer roads for adoption, the long term maintenance of private (unadopted) roads in residential developments should be secured as a standard requirement through a S106 obligation.

Where privately provided roads and other infrastructure are to be adopted by the county council, the council as Highway Authority has authority to require financial support for future maintenance and renewal costs. The financial support for future maintenance and renewal costs is usually in the form of payment of a single commuted sum or sums, currently associated with particular elements of the works and /or types of construction which are likely to incur long term extraordinary maintenance commitments. Further details on this are set out in the county council's guidance on road design Roads in Hertfordshire.

The county council's strategy for providing for the transport needs of recreation facilities is to use accessibility for passenger transport users, cyclists, equestrians and pedestrians and for people with disabilities as one of the criteria for assessing development proposals for sporting, recreation and other leisure facilities.

Developments which would require significant HGV use of local roads (section 3.20 defines local roads) will be resisted by the county council. This also applies to applications for new vehicle operator's licences using local roads.

New accesses directly on to primary and secondary routes will not normally be permitted. To consider new access to primary routes special circumstances will need to be shown in favour of the proposals. This will include consideration of why alternative proposals are not viable.

Where access is allowed a high standard of provision will be required. On lesser categories of road, safety considerations will be paramount. The road categories are explained in section 3.20.

Proposals for Motorway Service Areas will be considered in the light of local considerations but should:

- i) be at a minimum distance of 30 miles apart;
- ii) be designed to allow safe access and operation;
- iii) for those located between motorway junctions, not include facilities which will generate traffic and trips in their own right, while the inclusion of such facilities at interchanges must have regard to the capacity of the local road network to carry the additional traffic generated.

3.9 Electric Vehicles

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Improvements to the internal combustion engine will continue to reduce vehicular emissions of carbon dioxide and air pollutants over the next few decades, but to achieve the nation's present emission targets there is a general consensus that the adoption of new technologies is required. Of the technology available, electric (battery electric or plug-in hybrid) vehicles (EVs) are the closest to being in regular use. Boasting zero emissions at point of use and carbon dioxide emissions 30-40% lower than petrol or diesel-fuelled vehicles (compared to current UK electricity sources), EVs are considered to have the potential to significantly contribute to tackling both local and global environmental challenges in the future.

Progress towards mass commercialisation has however been slowed by a number of obstacles, primarily relating to technology, risk and cost. In particular while most EVs can be charged using the household supply they have a short journey range before they need recharging. This makes them more suited to urban environments where trips may be short and where infrastructure for recharging can be more readily provided.

If the potential of EVs, electric scooters, motorcycles, cars, vans and light trucks, is to be realised by Hertfordshire's residents and businesses there is a need for suitable charging infrastructure. The availability and visibility of infrastructure will generate consumer interest and aid the confidence of those considering the purchase of an EV.

The policy below represents the council's current view of the developing electric vehicle sector. However, the technology involved with electric vehicles and charging infrastructure is expected to advance significantly over the next decade as will the attitudes and behaviour of EV owners. There are also a number of factors which may negatively impact the viability of installing a charging infrastructure, including energy prices and security as well as the current high prices of purchasing and the uncertainty in the costs of EV maintenance. The policy therefore will need to be reviewed on a continual basis.

The county council will support the provision of infrastructure and facilities to enable and encourage the use of electric and electric hybrid vehicles.

The county council will support stakeholders (including district councils), where appropriate, to implement charging points in workplaces and public areas which are compatible for vehicles produced by various manufacturers and using different charging units to ensure competitor device compatibility moves forwards.

Ideally charging points should be in highly visible locations but stakeholders should ensure any new infrastructure and facilities minimise the increase in street furniture and do not disrupt the aesthetic value of the location or the free flow of traffic. Each charging point should be implemented with minimal ground works required and

where possible, should be able to charge more than one vehicle at the same time, thus negating the need for further installations. Safety will be a critical factor when deciding which charging point design to implement for the network. Other infrastructure and facilities may be supported where it is considered appropriate.

3.10 Equestrians

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Hertfordshire has one of the highest number of horses in the country. Most horses are for leisure purposes though it is recognised that horse riding and horse-drawn carriage driving can be a healthy and sustainable alternative to the car as a means of transport. The county council in partnership with local District / Borough councils, The British Horse Society, Sustrans and other key groups, will seek to provide safe facilities for the use of equestrians. Rural Rights of Way, byways and bridleways can be considered sustainable routes which are maintained by the Rights of Way Service.

The county council will seek to:

- A. Support the establishment of strategic bridleways within the Rights of Way network to develop, improve and provide safer and appropriate routes for users.
- B. Give consideration to the needs of equestrians when designing new highways and schemes or alternative routes identified and developed.
- C. Implement measures along equestrian routes to increase both road and personal safety (including the provision of equestrian crossings).
- D. Maintain bridleways⁴ to an acceptable standard.

Explanatory notes

In delivering its policy the county council will seek to:

- Identify and develop a network of riding routes around settlements ('Community Circuits') as part of the integrated transport plans.
- Identify and promote routes of regional significance ('Regional Routes') like the London Orbital bridle route ('H25') and the Great Northern bridle route ('H1'), part of the planned National Bridle route Network.
- Develop and promote the use of safe road verges for equestrian use alongside main roads between towns, where there is a requirement and it is practical to do so.
- Seek to ensure that where possible other sustainable active modes such as walking and cycling can share facilities with equestrians and that where infrastructure improvements are carried out for one mode it is suitable for all.
- Identify and provide equestrian crossing facilities ('Pegasus') on priority routes and at sites where they are justified. Such justification will be based upon sites identified in the Rights of Way Improvement Plan and a relaxation of DfT criteria which will be used flexibly when assessing sites.
- At crossing points on heavily tracked roads, consideration to be given to the provision of a grade-separating crossing.

⁴ The term is taken to include Bridleways, Restricted Byways, Byways Open to All Traffic (BOATs), Other Routes with Public Access (ORPAs) and certain unclassified unmetalled roads (UCRs).

- Take account of the needs of horse riders when designing new road schemes and other highway improvements. Equestrian facilities will be provided in accordance with the guidelines in TA57/87. "Roadside Features", TD16/93 'geometric design of Roundabouts'. In all cases the provision of equestrian facilities will give the greatest importance to the safety of horse riders and other road users.
- New bridges will normally be designed to BD52/93. Wherever possible such new bridges will be suitable for equine use, in particular those in close proximity to bridleways. Where a bridge on an all-purpose road is likely to be used by more than 25 equestrians per day the parapet will be designed to have an overall height of not less than 1.8m above the adjoining paved surface.
- When Traffic Regulation Orders are considered as a means of regulating motor vehicular access to unmetalled routes, horse drawn vehicles will not normally be excluded.
- Support the British Horse Society's Riding and Road Safety training and test programme to increase adult and children riders' skills on the roads.

3.11 Highway Signing

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Clear and effective signing is essential for all network users, vehicle drivers, equestrians, cyclists and pedestrians alike. Signing is important for the economy, especially tourism, but ill considered use of signs can result in unacceptable street clutter to the detriment of users and the local environment.

The county council will provide clear and effective signing across the network, minimising the number and environmental impact of signs. - *policy to be agreed at Highways and Transport cabinet Panel in November 2010.*

The county council will implement signing and lining in accordance with the mandatory requirements of the "Traffic Signs Regulations and General Directions 2002" and its' amendments and where there is discretion adopt the following policy approach as set out in the county's signing strategy:

- A. Seek to minimise the number of signs in order to reduce clutter and minimise future maintenance costs.
- B. Ensure all signing is designed with respect for the surroundings, to preserve local distinctiveness wherever possible and make a positive contribution to the environment.
- C. Ensure that in the interests of energy conservation and reducing carbon emissions; minimising light pollution and reducing electricity and maintenance costs, signs will be illuminated only if required in accordance with the Traffic Signs Regulations and General Directions 2002. Lighting units will be removed from existing illuminated signs no longer requiring illumination and replaced with reflective signs.
- D. Ensure road signs and road markings are kept visible at all times with priority to be given to roads with the highest traffic volumes and speeds and where there is a hazardous site or route. Measures will be employed to ensure that signs are maintained on a regular basis.

Explanatory notes **Policy Statement A**

Appropriate warning signs can greatly assist road safety. To be most effective, however, they should be used sparingly. Their frequent use to warn of conditions which are readily apparent tends to bring them into disrepute and detracts from their effectiveness.

Warning signs will be provided where the Highway Authority accepts that a hazard exists which is not otherwise readily apparent. They will not be erected to satisfy demands that 'something be done'.

Unjustified signing should not be used at individual locations simply in response to complaints from the public. Care should be taken to ensure that a route is treated

consistently, especially where it crosses the boundary between two different traffic authorities.

Warning signs will not be erected at locations where drivers can quite clearly see and assess the hazard. For example, the county council do not erect signs advising of the presence of junctions along a road that is passing through a built up area.

Policy Statement B

Appropriate signage can greatly enhance the local environment, especially if it is in keeping with the character of the local area. In order to achieve this, new signs must be considered appropriately before installation; to ensure that they are necessary. However, this should not detract from installing signs that are required for motorist/cyclist/pedestrian safety.

In areas of significant historical and environmental importance additional consideration for signage should be taken into account. Signs will be kept to a minimum and will be introduced only after consultation with, or advice from, the Network Manager or relevant Planning Department.

Policy Statement C

Signs that are currently illuminated in areas where it is deemed that this illumination is unnecessary will be removed and replaced with highly reflectorised signage. Hertfordshire county council is committed to reducing its carbon footprint. By systematically reviewing signs that are unnecessarily lit, large savings will be made on energy consumption and maintenance costs.

Signs will remain lit in locations where it is deemed that this illumination is necessary to address safety issues.

Policy Statement D

To ensure that signage and its associated structures are kept visible at all times and consistently maintained to a high standard, Hertfordshire county council will frequently monitor their condition.

Bibliography

- *The Traffic Signs Regulations and General Directions, SI No.3113 (2002), HMSO*
- *Traffic Signs Manual, (2008), DfT.*
- *Local Transport Note 1/94: The Design and Use of Directional Informatory Signs, (1994), DfT.*
- *Roads in Hertfordshire – A Guide for New Developments, (2001), HCC.*
- *East of England Regional Tourism Signing Policy, (2004), East of England Tourist Board.*
- *Department for Transport Internal Advice Note (IAN) 8/91, (1991), DfT.*
- *Local Transport Note 2/08 – Cycle Infrastructure Design (2008), DfT.*
- *Design Manual for Roads and Bridges (1992) Highways Agency*
- *Code of Practice for Highways Maintenance Management, (2005), UK Roads Board.*
- *Hertfordshire's Speed Management Strategy*

3.12 Intelligent Transport Systems

[Details of how this tactical policy statement supports the delivery of the strategic priorities is set out in the **Policy Matrix (Appendix 1)**]

This section details the county council's position on Intelligent Transport Systems. Intelligent Transport Systems span a range of sections within transport. Types of ITS are detailed in 3.13 Network Management and 3.16 Passenger Transport. The strategies, the ITS strategy, the Bus strategy and the Intalink (passenger transport information) strategy (contained as daughter documents in the LTP) provide greater detail on the specific policies surrounding use of ITS in these areas. This policy statement outlines the overall approach to ITS and the benefits it can deliver for the transport network.

The council will use a range of Intelligent Transport Systems to help reduce congestion and improve traffic flow across the county. This will involve both efficient management of the network and achieving greater patronage of passenger transport. ITS can help improve access by making the road and passenger transport networks easier to use, informing people about the best way of making their journey and by providing more reliable journey times.

ITS also contributes to making roads and transport facilities safe and secure. Effective use of CCTV / ANPR⁵ monitoring will contribute to ensuring transport interchanges are safe environments and additionally that users 'feel' safe using the transport system. CCTV/ANPR will also be used to support traffic enforcement operations (such as bus lanes and No Entry).

ITS measures currently form part of passenger transport and network management strategies and are likely to inform many other areas of transport policy as new developments emerge.

Real time passenger information on bus services will improve information provision by providing up to date information for passengers at bus stops and on the move.

A Traffic control centre will assist in identifying blockages on the network and will provide a central point to enhance and collate data the county council currently has on network performance (see Network Management section 3.13).

Intelligent transport systems technology provides a number of benefits to the way in which transport is managed. The county council will continue to utilise technology to provide better services for residents and in the future will look to take advantage of the latest ITS developments as they emerge.

The county council will seek to:

- A. Use Intelligent Transport Systems to help reduce congestion and improve traffic flow

⁵ ANPR - Automatic Number Plate Recognition

- B. Use new technology to help provide up to date and accessible transport information for all network users
- C. Improve management of the network through creation of a central information Hub
- D. Use technological innovations to help ensure the safety and security of passenger transport users on the network.

In this context the county council will support measures which:

- Reduce congestion and improve traffic flow
- Make passenger transport easier to use
- Ensure transport facilities are safe and secure
- Take advantage of any future developments to improve the overall network

3.13 Network Management

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The county council will ensure compliance with the network management requirements of the Traffic Management Act 2004 (TMA) by following the guidance contained in the government publication 'Network Management Duty Guidance'. The actions required to fulfil this duty can be defined as anything that would contribute to the more efficient use of the network or that would avoid, eliminate or reduce congestion or disruption ensuring the expeditious movement of traffic.

Under the requirements of the Act the County Council must appoint a Traffic Manager. This provides a focal point within the authority championing the need for all county council staff to consider the duties required by the Act in their day to day activities. All county council staff are to be made aware of the implications of the Act, including the intervention powers and the impact the Act has on the organisation.

The TMA aims to tackle urban and inter-urban congestion by concentrating on areas where the Government believes that legislation can reduce disruption on our roads. The County Council has adopted a high level policy 'Network Management Policy Document' (NMPD) which contains largely operational policies and a Network Management Plan (NMP) which details the actions to be taken. (Both documents are available on the county council web site)

The Transport Asset Management Plan (TAMP, section 3.27 and a Daughter Document to the LTP) sets out how the network infrastructure, the roads, traffic lights etc, are managed and maintained. Network management is concerned with the operational actions, such as the phasing of the traffic lights, that the county council takes to ensure the efficient use of the network (and therefore fulfil the TMA Duty).

The overall policy as regards network management is:

The County Council will:

- A. Ensure that the objectives of the County Council's network management activities are balanced against the County Council's other obligations, policies and objectives and that they are both practicable and affordable.
- B. Consider the needs of all road users equally.
- C. Make safety and environmental considerations and legislative requirements integral to managing the network. Safety shall always remain a priority.
- D. Make more information on the state of the highway network available to the public and stakeholders through use of technology (Intelligent Transport Systems).

Explanatory notes

Policy Statement A

The objectives of Hertfordshire Highway's network management activities are:

- To secure the expeditious movement of traffic on the county's road network.
- To facilitate expeditious traffic flows for stakeholder authorities.
- To ensure that parity between Herts Highway's activities and stakeholders' activities is achieved.

Policy Statement B

This includes pedestrians, cyclists, freight transport and utilities. The preferred approach in complying with the Act's requirement in reducing congestion is through the pro-active management of the county's road space, an evidence-led approach to events and the prudent handling of conflicts arising.

Policy Statement D

Greater use of technology will be important in everything that the county council does in giving the public and stakeholders information about the state of the highway network. This will help satisfy the council's Network Management Duty under the Traffic Management Act.

Better access to information will allow public to make informed decisions about their choices of when and how to travel on the network. This will lead to improved journey time reliability and reduced congestion.

The county's Intelligent Transport Strategy (outlined in section 3.12 with the strategy itself a daughter document to the LTP) points towards delivering these improvements through an Integrated Traffic and Transport Control and Management Centre. Aspects such as the phasing of traffic lights and traffic priorities will benefit from the real time information being made available.

A particular proposal for the medium term is the introduction of a Permit Scheme under the powers of the Traffic Management Act 2004 to enable better management of activities (road works) on the public highway. A Permit Scheme will improve the ability to co-ordinate works and thus minimise disruption from utility street works, highway authority works, and other events or works affecting the public highway. All of these works on all public highways are covered by the scheme.

An application for a county wide Permit Scheme will be made to the Secretary of State for Transport and implementation is intended in 2012.

3.14 New Roads and Highway Improvements

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The improvement of highways is a core part of the county council's role as highway authority. In some cases this also includes the provision of new roads. Such improvements will normally be carried out where identified in a strategy or plan such as an Urban Transport Plan (section 3.29) or a corridor strategy (see section 3.5), where treatment is appropriate following a history of injury collisions, or where required to deliver planned developments. Hertfordshire's guidance on road design and construction is set out in 'Roads in Hertfordshire'.

Where new road building is undertaken or highway improvements are being considered the county council will:

- A. Seek to minimise and/or mitigate the adverse physical impact of the road or the improvement on the landscape and environment and will try to secure significant and demonstrable environmental gains.
- B. Take into account the needs of pedestrians, cyclists, powered two wheelers, equestrians and passenger transport users and, where appropriate seek to provide increased capacity, easier movement or improved accessibility in order to enable more effective use.
- C. Identify ways of improving highway safety and weigh up any recommendations against the impact on all users.
- D. Design new road developments to accommodate existing demand and that of planned development and not necessarily to accommodate future growth in traffic demand.
- E. Consider measures to manage demand on the new or improved road and in the surrounding area.

Explanatory notes

Policy statement A

New roads will be considered principally to relieve adverse environmental conditions resulting from the effects of traffic on existing roads, for example, poor air quality, noise, community severance etc. The impact should ideally be quantified and supported by qualitative information. Environmental impact will include the impact on the Rights of Way network, registered common land, access land and village greens, the landscape, ecology, archaeological and built heritage, noise and air pollution.

Policy statement B

Schemes should consider the needs of all users and consideration should be given to design measures that will support the take up of more sustainable modes including use of and links to the Rights of Way network. Design measures will be considered to enable passenger transport to accommodate local peak period movement.

An audit process for non motorised users has been developed for assessing all Integrated Transport Projects to ensure consideration is given to all users of the highway during the design process. If successful the audit process will be introduced across other highway workstreams.

Policy statement C

In improving safety the Safety Audit is an important part of the design process. It will help to flag up ways in which schemes might be modified in order to improve aspects of safety. The recommendations of the audit will be considered by the county council and decisions made as to whether or not to take on board the recommendations. In certain cases the recommendations may compromise the delivery of other policies and officers will need to make an informed decision. Decisions not to act upon the recommendations will be recorded.

Policy statement D

Generally, highway improvements and new road construction will be designed in accordance with the requirements of 'Roads in Hertfordshire' and in line with the Road Hierarchy (section 3.20) and any emerging corridor strategy or route user hierarchy. They will be in scale and keeping with the surrounding road network, unless there is an overall objective to increase the scale and/or change the nature of the network. The design criteria contained in 'Roads of Hertfordshire' will also be applied to new roads constructed by developers and organisations other than the county council.

However, for all roads new construction will be limited to meeting the needs for the levels of traffic existing at the time when the decision is taken to adopt a preferred route plus that traffic to be generated by planned growth. A capability to cater for future traffic growth except that generated by planned development will not be incorporated into the design and future demand will be met by promoting alternative modes of travel. Planned development is defined as development permitted or committed in the approved Regional Plan and District and Minerals and Waste Development Frameworks. Environmental bypasses will be considered to relieve congestion and safety problems in settlements without adding to route capacity provided that complementary measures on the bypassed route are provided.

Policy statement E

Demand on a new or improved route or in the surrounding area may be managed through interventions such as speed limits, new signing etc.

3.15 Parking

The county council will implement controls for on and off street vehicle parking in line with the provisions and guidance in Roads in Hertfordshire.

Car parking policies and standards form part of the overall policies for the management of the highway network. Provision and standards for car parking will be determined by Local Planning Authorities in the context of Local Development Frameworks and where relevant Urban Transport Plans. This will include provision throughout districts, including in urban areas and for new residential and non-residential development. Provision for parking shall take account of the special needs of the mobility impaired and pedal cyclists.

Standards will have regard to guidance set out in Roads in Hertfordshire but may vary between authorities.

New Development

Development proposals with potentially significant car parking demand will only be permitted where the applicant has agreed to measures to address the problems likely to arise from the parking demands generated by the development. Problems could include traffic generation, congestion, and on-street parking pressure. Travel Plans will be required for any such development to address the issues and provision for access by sustainable modes (means of travel other than car).

All non-residential development with significant parking implications should be in locations with potential for good access by sustainable modes. Such locations would normally be within urban areas. Provision of car parking should reflect PPG13 Transport. Travel Plans would be required for certain developments (see sections 3.7 and 3.28).

Parking for residential development should reflect the local circumstances of the development and where appropriate the parking policy of the district council. Normally full parking needs should be met on site but reduced provision in locations with good access to passenger transport and/or other mitigating measures, e.g. car clubs, may be allowed. Car free residential development may only be considered in suitable locations subject to satisfactory site covenants, on-street parking controls and provision of alternative means of transport. Travel Plans would be required for residential developments above a specified size or ones reliant on passenger transport access.

Developers must not create parking spaces on the Public Rights of Way network. Designs will therefore be required to integrate existing routes sensitively within developments avoiding unnecessary diversions.

Planning obligations (commuted payments) to contribute to additional passenger transport investment or other sustainable travel actions in lieu of parking places may be considered for both residential and non-residential developments. The sufficiency of parking provision at any development, in the light of aspects such as accessibility,

passenger transport services and location, will need to be considered to ensure displacement parking does not occur with impacts on the environment and traffic flow.

The needs of the mobility impaired, pedestrians and pedal cyclists should be addressed through the relevant policy standards.

Other Modes

Secure and accessible parking for cycles and powered two wheelers should form a part of any significant development. Proposals for Park and Ride facilities will be considered in the light of Local Development Frameworks and Urban Transport Plans.

Consideration will be given to providing power sockets for electric vehicles at selected car parks to facilitate operation of such vehicles in the county.

Enforcement

Enforcement of parking regulations and restrictions and determination of charging policies are a matter for District and Borough councils.

3.16 Passenger Transport

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Passenger transport includes what is generally termed public transport, bus, coach and rail services, and other forms of transport such as private coaches, school buses, taxis, Dial- a-ride which is tailored to particular passenger groups. The promotion and support of passenger transport is an essential part of the county's transport policies as it looks to reduce dependency on the car and increase the use of sustainable modes.

The county council will promote and support passenger transport across the county to provide access to important services and to encourage increased use of modes of travel other than by car.

As regards bus operations:

In order to optimise bus operations the county council will seek to:

- A. Support, promote and improve a network of efficient and attractive bus services which are responsive to existing and potential passenger needs including the special accessibility needs of the elderly and disabled.
- B. Procure a range of bus provision which provides maximum benefit to the travelling public in the most cost effective way.
- C. Develop a passenger transport network as a viable alternative to the use of the private car to contribute to the reduction of greenhouse gas emissions
- D. Encourage parents and school aged children to make maximum use of the available public transport network.
- E. Recognise that customers need attractive and affordable fares to use the system to its full potential and that car users need to be encouraged to choose sustainable modes.
- F. Continue to support and develop the bus transport provision that allows maximum accessibility and particularly for non car users and the disadvantaged (disabled, elderly etc).
- G. Promote and publicise the passenger transport network through the Intalink partnership using a variety of media.
- H. Provide and maintain all bus stops, and other bus related highway infrastructure, to a consistent quality and standard across the county.
- I. Seek to give greater priority to buses on the road network to improve punctuality and minimise bus service disruption from road congestion and the effects of road works.
- J. Continue to develop partnerships with other parties to achieve improvements in service provision and other facilities for specific aspects, corridors or geographical areas.

As regards rail operations:

In order to support rail operations the county council will:

- A. Work with the rail industry to seek improvements to train services and station facilities for Hertfordshire residents and visitors.
- B. Work with the train operating companies to establish quality rail partnerships.
- C. Support Community Rail partnerships in the county.

Hertfordshire is both a complex and a difficult area to provide with viable and sustainable bus services. It has high car ownership and use leading to congestion. It has many small towns with green belt which do not create natural conditions for commercial bus operation. Yet, expectations and aspirations are high for an integrated, high quality bus network as a key element in the county's transport policy which aims to increase the use of sustainable modes including passenger transport.

Hertfordshire also has a good (north-south) rail network with comprehensive programmes to improve the infrastructure, service capacity and reliability by both Network Rail and train operators. Implementation of these programmes is important to Hertfordshire particularly to serve the London commuter market.

Both modes have an important impact on:

- providing modal choice and reducing the need to travel by car
- maintaining levels of economic growth and employment
- supporting the local economy and the viability of town centres
- access to services and facilities
- improving the sustainable use of resources and air quality

The county council needs to continue to develop the passenger transport network by giving a clear policy lead set out in the LTP and identifying appropriate strategies to deliver it. This will help operators shape their businesses in partnership and recognise that a healthy commercial sector is essential to deliver the key outcomes of the LTP.

To help improve transport in specific areas and integrate all types of passenger transport services the county council will work with all providers to establish and support Quality Network Partnerships. These are partnerships of operators and local authorities aimed at providing a real alternative to journeys by car by building on the commercial passenger transport network.

The county's policy regarding buses is contained in the county council's Bus Strategy 2011 and the accompanying Intalink Strategy 2011-16 together with more detail as to how the various aims are to be achieved. In particular in order to help improve the journey experience of bus users the council will look to use new technology to provide real time information on buses on route.

The county council publishes a Rail Strategy that sets out its aspirations for rail improvements and standards of service. As part of its work with the rail industry the council is also engaged in a number of projects to improve interchange facilities at Hertfordshire stations.

3.17 Powered Two-Wheelers

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The term powered two-wheelers incorporates a wide range of vehicles from the smallest moped to the largest high-performance motorcycle. At the smaller end of this range, powered two-wheelers can help to deliver environmental improvements if they substitute for single-occupancy car use. However, these benefits will not be realised if the transfer is from walking, cycling or passenger transport.

Due to their small size and lack of protection powered two-wheeler users are, in road safety terms, vulnerable road users. The errant behaviour of some powered two-wheeler users, poor driving behaviour of some other road users, and lower visibility to other road users can add to this vulnerability. Powered two wheelers are disproportionately involved in injury collisions, being involved in around 20% of killed and seriously injured collisions but making up only 1% of the traffic.

The county council will:

- A. Consider the needs of powered two-wheeler users in the design and implementation of highway schemes.
- B. Encourage the provision of adequate and secure parking facilities for powered two-wheelers.
- C. Encourage safe use of powered two-wheelers through education and training.

Explanatory notes

Policies A and B are delivered through urban transport plans and individual schemes where appropriate, taking into account Local Development Frameworks and local parking standards. The procedures and technical requirements are incorporated in the Highway Management Manual and scheme design manuals so that the needs of powered two wheeler users are considered in any works undertaken.

The county council encourages safe use through training and education programmes. Promotion of safer riding, advanced training and the use of protective clothing & equipment are key messages for the county's biking community. Live events and publications reinforce these messages.

Educational and training programmes for young riders and pre-riders are in development.

The county council also works closely with Hertfordshire Constabulary on the BikeSafe programme, a nationwide plan of action to reduce the number of motorcycle casualties by promoting safer riding and post-test training. By passing on their knowledge, skills and experience, Police motorcyclists help riders to become safer and more competent.

Messages to drivers, particularly in more urban areas where conflicts arise more frequently, will also be critical to ensuring riders of powered two wheelers remain safe on the county's roads

The county council has set up a Forum with a range of partners with an interest in motorcycle safety issues. Road safety generally is dealt with in section 3.3, Casualty Reduction and Prevention.

3.18 Quality of Life and Environmental Impacts (Air quality and noise)

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

Hertfordshire's distinctive mix of small to medium sized urban settlements juxtaposed with many smaller villages and surrounded by pleasant countryside has made the county an attractive place in which to live and work. Hertfordshire's proximity to London and its attractive environment has contributed to its growth, and the prosperity it now enjoys.

The county's dispersed settlement patterns is in itself a major generator of journeys and has led to a complex pattern of movement between towns with the overwhelmingly dominant mode being the car.

The challenging agenda the county now faces, particularly in relation to future growth pressures, means it is more important than ever to ensure the significant negative environmental impacts of transport, both those existing and from new schemes, need to be addressed and mitigated. Transport's impacts on the environment will remain an issue despite the county's aim to reduce the growth in car traffic and increase journeys by alternative modes.

The county council will aim to improve the Quality of Life of its residents by ensuring consideration is given to both the natural and built physical environment. Enhancing the quality of our town centres and supporting the historic built and natural landscape is important to Hertfordshire as is ensuring these areas can be accessed without reliance on the car.

The county council will seek to:

- A. Ensure that the impacts of traffic on the natural, built and historic environment are minimised and that the interests of the environment are considered in the county council's management of the network
- B. Protect and enhance the quality of public spaces both in urban and rural areas.
- C. Make sustainable travel more attractive to a greater number of residents and create an environment that attracts people into local areas to access services and facilities.
- D. Promote environmental awareness and encourage carbon reduction initiatives.

The county council aims to minimise the effects that transport has on the environment in both local and global (climate change) terms. It will continue to look at all aspects of its operations to reduce the environmental impact, from new road provision (see section 3.14) and the impact of traffic on our streets on other road users, to the type of street lighting used (light pollution) and the issuing of licences to cultivate highway verges. In line with the criteria set out in the Speed Management Strategy, 20 mph areas will be considered where appropriate.

This policy looks to address the wide range of environmental impacts that traffic and transport operations can have and which are listed generically in the Strategic Environmental Assessment report accompanying this LTP.

The county council will monitor the performance of implemented schemes, including traffic calming measures, to assess environmental impacts. As regards street lighting all new equipment installed is chosen with environmental issues such as energy and light pollution reduction measures in mind.

The council will also use its influence to promote environmental awareness amongst the residents of Hertfordshire and its own staff to ensure that policies are translated into practical action. The achievement of this policy is closely linked to the achievement of the Speed Management policy.

Air Pollution

Air pollution has many significant adverse affects on people's health, and can be damaging to flora and fauna in general. Whilst transport is only one of the many sources of air pollution nationally it is the largest single contributor for several pollutants (i.e. nitrogen oxides and carbon monoxide).

The impact of transport emissions will vary due to local conditions. However, in general, emissions are directly related to the volume of traffic and the effect on human health decreases with increased distance from the source for several major pollutants. As a result local air quality tends to be worse in congested urban areas.

The county council will seek to:

- A. Reduce the levels of emissions from road traffic which affect human health and local flora and fauna.
- B. Reduce the volume of traffic in areas and in time periods where emission levels are causing locally poor air quality.
- C. Encourage the through traffic to use the Primary Route Network where possible to avoid major urban areas.
- D. Work with District / Borough councils to monitor and assess air pollution levels. Where a District / Borough council declares an Air Quality Management Area as a result of its' review and assessment process, the county council will work in partnership with the District / Borough councils to create and deliver action plans.

Monitoring Air Pollution

The Environment Act 1995 introduced a duty on all local authorities to review air quality within their district by June 2000 and forecast the likely air quality in 2005. This review assessed seven air pollutants against national health-based standards and where these objectives were not met, the council needed to declare the area affected as an "air quality management area" (AQMA). Within the air quality management area, action has to be taken in order to ensure that air quality meets the prescribed standards, this is achieved through the delivery of Joint Action Plans.

Of the AQMAs declared in the county to date all are seriously affected by emissions from road traffic. The Joint Action Plans seek to deal with the pollution sources,

including the traffic, with solutions varying according to the nature of the prime sources.

Local authorities have been assisted in carrying out their air quality review and assessments by the formation of the Herts and Beds Air Quality Network Group (formally known as the Herts and Beds Air Pollution Monitoring Network).

The County Council will continue to liaise with the Herts and Beds Air Pollution Monitoring Network, ensuring that there is a continuous two-way exchange of information. This liaison will be particularly important if Action Plans to improve air quality involve traffic related solutions.

Part of the gathering of information on pollutant emissions involved obtaining traffic flow data from the county council, to enable the district authorities to advise the county council of areas where they felt traffic flow may be contributing to air quality issues.

The review and assessment process has also allowed the local community to become involved. This has been by firstly inviting interested parties and groups to relay details of their own areas of concern, and secondly through public consultation.

Noise

Transport movements typically create noise both from individual vehicles, lorries, railway trains and aircraft, and from the combined roar of continuous traffic on major roads. Complaints about aircraft noise are usually made direct to the airports. Complaints about road and rail noise are typically made to District / Borough Environmental Health departments but are relatively few. However, it is recognised that continuous traffic noise can have an effect on human health, and can affect the habitats of birds and other wildlife.

The county council will seek to:

- A. Ensure that the noise impact of the road is minimised where new road building is undertaken.
- B. Address local noise issues as raised in Urban Transport Plans and elsewhere.
- C. Use noise-reducing road surfaces where appropriate.
- D. Work in partnership with rail and aircraft operators to address the issues of rail and aircraft noise.

The UK Environmental Noise Regulations 2006 require DEFRA to prepare strategic noise maps (for local urban areas (agglomerations), major roads, major railways and major airports) to show noise levels. Following this, the production of Action Plans is expected with the aim to manage and reduce environmental noise and preserve environmental noise quality where it is good. The county council will be required to work in collaboration with DEFRA (where required) to produce the Action Plans and seek to achieve the objectives outlined within them.

Noise is a by-product of transport which cannot ultimately be avoided. Certain types of vehicle, HGVs and some motorcycles, can be particularly noisy and elements of the road itself, gradients and sometimes road humps, can add to the problems.

However, there are a number of actions to minimise transport related noise. Included within these are: quieter tyres on existing vehicles; noise-reducing surfaces where they are cost effective and do not compromise safety; noise barriers and other noise screening to highway structures and roadwork's, and cost effective plans for the design, operation, monitoring and maintenance of roads and railways.

The Urban Transport Plans (section 3.29) should identify locations where road noise is a problem and can consider what solutions may be employed. Elsewhere the noise mapping process and residents' complaints may identify areas for study. However, given that noise measurements taken in these areas are done so over a period of time, they do not always reveal the level of problem that residents identify and it must be recognised that there is not always a clear remedy.

The Highways Agency is currently implementing a programme to resurface motorway and trunk roads with noise-reducing materials, particularly near residential locations. Noise reductions of between 2dB(A) and 5.6dB(A) have been achieved in Hertfordshire, but other properties such as skid resistance and durability have not yet been proven.

3.19 Reduction of Travel Need and Car Usage

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The county council will aim to reduce the growth in motor traffic on roads, and minimise its environmental impact, especially during peak periods. Providing for the predicted levels of car growth on both the majority of the main road network and within towns would not only be prohibitively expensive, but would increase levels of emissions contributing to climate change and threaten the quality of the environment. Like many other authorities and bodies the county council does not wish to see this growth take place and considers that policies need to be in place both nationally and locally which will reduce the growth without causing economic disadvantage to the county and nation.

The county council will seek to:

- A. Reduce traffic growth by reducing the need to travel and encouraging the use of alternative forms of transport.
- B. Promote a change in people's travel behaviour to encourage a shift in journeys from cars to passenger transport, cycling and walking, which will reduce emissions.
- C. Increase the proportion of journeys made by alternative modes of transport to the car.
- D. Improve accessibility by sustainable modes to major trip generation locations such as town centres and retail and employment areas.
- E. Encourage the location of new development in areas where sustainable modes can form a real alternative to the car.

The overall aim of this policy is to reduce the dominance of the private motor car in order to:

- Contribute to national actions on climate change by reducing CO₂ emissions.
- Minimise congestion and the detrimental effect it can have on the economy of the country.
- Reduce local air pollution.
- Improve the health of residents as they use more active modes such as walking, cycling and passenger transport.

In this context the county council will support measures which:

- Remove the need for vehicle journeys to be made.
- Reduce vehicle journeys in congested periods and where feasible reduce their length.
- Promote and support sustainable modes, including buses, cycling and walking and alternatives such as car sharing, for all and ensure particular provision is made for disadvantaged groups
- Maintain and promote a good quality Rights of Way network
- Encourage active modes of travel including for pupils walking or cycling to school and for business journeys and commuting.

Reducing the need to travel and promoting the use of sustainable modes, including walking, cycling, passenger transport and car sharing, is fundamental to realising the county's transport policies and the other sections in this document set out more detailed policies and interventions aimed at achieving this overall aim. The range includes promotional work to change behaviour and the way people think about travel, travel planning (section 3.28) and the role of business to achieve more working at home and change commuter travel patterns in timing and mode, and policies regarding the location of new development and how they can best be served. Addressing sustainable access to services as outlined in policy 3.1 should also be considered. Provision of cycle training, including for adults, through the national Bikeability scheme can encourage more people to cycle through building skills and confidence levels.

The development pressures facing Hertfordshire over the next 20 years will see significant major residential and other developments which will need to be integrated into the transport system if they are not going to result in unacceptable levels of additional traffic on already congested routes. Within existing urban areas the county's Urban Transport Plans and Rights of Way Improvement Plan are aimed at delivering the policies for traffic reduction and improved accessibility by sustainable modes.

Road Traffic Reduction Act

The Road Traffic Reduction Act 1997 requires local traffic authorities to carry out an assessment of the current and future levels of traffic on their road network, and then to establish targets for the reduction in actual flows or the rate of traffic growth.

Targets have been set as part of delivering the policy as explained in volume 1 of the LTP. However it must be recognised that in any location traffic levels may change as a result of new development even when that development is fully integrated into the wider network including the passenger transport network.

3.20 Road Hierarchy and Network Development

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

The county council will maintain and develop a road hierarchy so that traffic is concentrated onto roads appropriate to its journey purpose. Further development of the county hierarchy network is being done as part of network management to ensure different sections of road within the hierarchy are treated in accordance with their character.

This section and the policies should be read in conjunction with sections 3.14 New Roads and Highway Improvements and 3.8 Development Control. The county's guidance 'Roads in Hertfordshire' provides further details on road design and requirements.

Improvement proposals, maintenance allocations and environmental standards all relate to the different hierarchy levels so that a road's character is developed to best suit the function which it has to fulfil. In this way the large volumes of through traffic, particularly heavy goods vehicles, are concentrated on the main roads and are kept away from local roads. The local roads can then be developed to give greater priority and safety to pedestrians, cyclists, shoppers and residents. The current hierarchy map is shown in volume 1 section 3 of LTP3.

The hierarchy of roads adopted by the council, the primary journey purposes and functions which they should fulfil, and the type of standards, improvements and character appropriate for them are summarised in the Explanatory Notes below. The council will continue to develop and maintain strategies for roads within the urban and inter urban network in line with this policy.

The county council will develop and maintain strategies for roads within the urban and inter urban network that:

- A. On Primary Routes:
 - Encourage through traffic and HGVs to use primary routes;
 - Not allow existing or new developments to have direct access except where special circumstances can be demonstrated and such limitations will be rigorously applied.
- B. On Rural Main Distributor Roads:
 - Discourage through traffic from using rural main distributor roads.
 - Not allow new access except where special circumstances can be demonstrated.
- C. On Rural Secondary Distributor Roads:
 - Encourage the functions of the village street to take precedence over providing for moving traffic in villages with particular emphasis being placed on reducing the speed of traffic.

- D. On Rural Local Distributor and Access Roads:
- Deter through traffic including rat running from using these roads;
 - Resist developments which would generate an unacceptable change in the amount or type of traffic.
- E. On Urban Main Distributor Roads:
- Manage traffic arrangements to encourage main flows onto main distributor roads;
 - Restrict parking along them;
 - Where appropriate implement bus priority measures;
 - Make adequate provision for the safe crossing of pedestrians and cyclists;
 - Not allow new access except where special circumstances can be demonstrated;
 - Not improve urban roads solely for capacity reasons.
- F. On Urban Secondary Distributor Roads:
- Only carry out improvements specifically aimed at making them safer;
 - Improve conditions along them for cyclists and pedestrians;
 - Where appropriate implement bus priority measures;
 - Not improve urban roads solely for capacity reasons.
- G. On Urban Local Distributor and Access Roads:
- Where appropriate designate environmental areas;
 - As opportunities occur, implement traffic calming and other measures to keep speeds down and improve safety.
 - Not improve urban roads solely for capacity reasons.
- H. Consider the 'place and movement' function of a road in conjunction with the hierarchy when assessing a highway proposal, whether county council or development promoted.

Explanatory Notes

Primary Routes

These are roads which form the links between the most important traffic origins and destinations. Primary routes consist of motorways, trunk roads and the most important county 'A' roads. They will usually be built to a 70 mph (120 km/h) standard. Primary routes other than motorways can be identified by their green backed signs. They form the county's advisory lorry route network and should avoid urban areas and other settlements.

The county council will make capacity improvements to primary routes so that they are attractive for through journeys, providing that the improvements are environmentally acceptable.

Improvements to Primary Routes will be appropriate where they bring about environmental benefits to communities by the removal of through traffic or rat-

running. Capacity improvements to reduce congestion may be appropriate in some cases.

Each situation will be assessed on its merits, but in general the county council does not support the widening of motorways beyond the existing highway boundary. Widening beyond 4 lanes will be strongly resisted.

Further work will be initiated to determine the environmental impacts and other implications of, and the alternatives/options to, the widening of motorways.

Rural Roads

Rural Main Distributor Roads

These roads connect the main towns with the Primary Route Network and link neighbouring towns within the PRN grid. Single carriageways will usually be adequate. Main distributor roads consist of those county 'A' roads which do not form part of the Primary Route Network and are identified by the white backed signs.

Rural Secondary Distributor Roads

These roads connect the important rural settlements to each other and to the main distributor network. They are the main access routes to rural areas and are classified 'B' roads.

Rural Local Distributor and Access Roads

These are the country lanes which give access to adjacent land.

Cases for improvement on environmental and safety reasons will be rare as traffic flows should be low but when undertaken the rural nature of the road will be paramount.

Developments on Rural Local Distributor and Access Roads which would generate a change in the amount or type of traffic will be resisted in the following circumstances:

- Where there is an increased risk of accidents;
- Where the road is poor in terms of width, alignment and/or structural condition;
- Where increased traffic would have an adverse effect on the local environment either to the rural character of the road or residential properties alongside it.

Development off a road of poor condition could be acceptable if the following conditions are met:

- i) the development is within 1 km of the distributor road network;
- ii) the developer provides improvements to the local road which satisfy environmental, safety and capacity conditions and Rights of Way Improvement Plan measures.

This policy and criteria will particularly apply to recreational developments which could attract large numbers of visitors, albeit on only one or two occasions each year.

Urban Roads

Primary Routes will not usually pass through urban areas, and where they do so, bypasses may be considered. However, it will still be appropriate for a hierarchy of the roads to be developed in urban areas so that roads can be developed to best fulfil their most appropriate function.

As the county council does not wish to encourage car use in urban areas it will not improve urban roads solely for capacity reasons.

Any urban road improvement will need to satisfy one or more of the following:

- Have substantial environmental benefits such as enabling traffic to be taken out of a town centre which sufficiently outweigh any environmental disbenefit;
- Have the primary aim of reducing road accidents;
- Be necessary to enable urban redevelopment or urban regeneration proposals to proceed.

Urban Main Distributor Roads

These are the main roads which distribute traffic within towns, around town centres and link town centres and main industrial areas to the Primary Route Network. Urban Main Distributor roads will be designated 'A' roads with white backed signs.

Urban Secondary Distributor Roads

These roads will connect important urban neighbourhoods to each other and to the Main Distributor roads, and form the distributor routes through large residential areas. Secondary Distributor roads will normally be designated 'B' roads and it is appropriate for these to be bus routes.

Urban Local Distributor and Access Roads

Vehicles will be discouraged from passing through areas within the distributor road network. The main function of these roads will often be estate roads to provide access to properties and the aim will be to keep vehicle speeds low.

Highway improvements on non-primary urban routes will normally only be carried out as part of an overall transport plan for an area or for highway safety reasons.

Where the improvements are part of a plan, then it must be necessary to either:

- i) Enable more effective use of passenger transport, walking, cycling or horse riding;
- ii) Result in significant environmental benefits;
- iii) Assist urban regeneration.

Within urban areas Route User Hierarchies will be established to show the streets which are most suitable for different users, typically pedestrians, cyclists, passenger transport vehicles and other vehicles. The hierarchies will be established through Urban Transport Plans (section 3.29).

Consideration of Place and Movement

In terms of highway design and layout Manual for Streets (MfS)⁶ supersedes government guidance on highway design set out in Design Bulletin 32 (DB32) and its companion guide Places, Streets and Movement (PSM). In MfS the balance of the 'place' and 'movement' functions of a highway is the primary consideration in deciding whether a highway is a 'street' or a 'road'. From this flow the objectives for its role in the network and appropriate design criteria.

The status of a highway in the Road Hierarchy is a strong indicator of its function. Primary routes and Main Distributor roads carry large volumes of traffic. Freight is directed along such routes which are A and B class roads. In general the standards set out in the Design Manual for Roads and Bridges (DMRB) and HCC guidance Roads in Hertfordshire will be used on roads which are classified as Primary or Main Distributor roads.

However, at locations on Primary or Main Distributor roads where it can be satisfactorily demonstrated that the 'place' function outweighs the 'movement' function (i.e. the characteristics of the highway and built environment are such as to warrant design considerations from MfS) the recommendations of MfS will be applied. MfS should only be used in 60kph (37mph) or lower speeds. When the speed on a high class road is less than 60kph (37mph) and it has significant 'place' function then the recommendations of MfS in terms of visibility and layout will be applied.

It is the responsibility of users of MfS to ensure that its application to the design of streets not specifically covered is appropriate. The Stopping Sight Distances (SSDs) required for HGVs and buses are considerably longer than those stated in MfS and are more in accordance with those stated in DMRB. All roads, irrespective of class or classification, which have a regular bus frequency or significant HGV usage (defined by a percentage of total traffic flow and/or Road Hierarchy designation), should have an appropriate SSD requirement to accord with DMRB rather than the recommendations contained in MfS, to allow HGVs and buses to slow and stop safely.

Future Developments

For the Primary Route Network, the county council's aim is to complete the strategic east-west routes to enhance links within the East of England Region. The county

⁶ Manual for Streets (MfS) published by the Department of Communities and Local Government and Department of Transport on 29th March 2007 and Manual for Streets 2 - Wider Application of the Principles published by the Chartered Institution of Highways and Transportation (CIHT) on 29 September 2010

council intends to make improvements to the A120 around Little Hadham. This scheme will divert the Primary Route Network link to the A10 away from Little

Hadham, bringing much needed environmental benefits to the village and relieving a major bottleneck including for traffic travelling to and from Stansted Airport .

The county council also supports the following schemes proposed by DfT on motorways and trunk roads:

- Widening M25 Junctions 16-23

- Motorway management M25 Junctions 23-27

- M1 Junction 11A – A5 Dunstable Bypass

The more local schemes supported by the council are referred to in the Implementation Plan which forms part of the LTP.

3.21 Rural Transport

[The LTP3 Challenges addressed by this policy statement are set out at the end of this Policy Document (**Appendix 1**)]

There are a range of definitions as to what comprises rural but there is no doubt that Hertfordshire has a significant rural area. In approximate terms it accounts for 80% of the county and is home to over 200,000 residents. However the nature of the county is such that Hertfordshire's villages are no more than 5 miles from a town and this contributes to the complex journey patterns typical of the county.

Inevitably the majority of these journeys are by car with the county as a whole having high levels of car ownership and car availability. However within the rural areas there are people for whom the car is not an option and who have difficulty accessing important services. At the same time the county's overarching policies to reduce the need to travel and increase use of sustainable modes are arguably more difficult to achieve in rural areas.

The county council will seek to ensure that transport services in rural areas enable people to access important destinations and services and contribute to reducing the dominance of the car as the favoured mode of transport.

The county council's approach to rural transport policy is detailed in a Rural Strategy that sets out its aspirations for rural transport though this is to be read in conjunction with the county's other strategies, such as the Bus Strategy and Rights of Way Improvement Plan, and the other policies in this document. The Strategy takes account of the most recent Government guidance on rural issues⁷ which presently means the key themes are; to provide local services; a stronger role for communities; recognise the importance of the car; provide quality passenger transport and co-ordinate services; improve rural road safety; reduce the impact of traffic in rural areas and encourage cycling and walking.

The main areas of work, in conjunction with partners and villages and parishes, are likely to be; investigating traffic related problems; facilitating cycling and walking and increasing the use of the Rights of Way Network for journeys; considering issues of passenger transport to make it more responsive to people's real needs and, where feasible, improving access to services. Promotion and provision of information will be a key element as will the promotion of leisure (and healthy exercise) in the countryside.

The role of the voluntary sector in providing transport in rural areas will also be considered within the strategy.

⁷ The present guidance is the Rural White Paper, 'Our Countryside: The Future, A fair deal for Rural England', published in November 2000 and restated in the HCC 2004 Rural Strategy

The treatment of identified transport issues and the potential schemes and measures to address them are explained in the introduction to this document (section 1). Proposed schemes have to qualify for the programme for implementation which is reviewed annually.