

Agenda



AGENDA for a meeting of the ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL in COMMITTEE ROOM B at County Hall, Hertford on FRIDAY, 9 MARCH 2017 at 10:00AM

MEMBERS OF THE PANEL (12) (Quorum 3)

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

Meetings of the Cabinet Panel are open to the public (this includes the press) and attendance is welcomed. However, there may be occasions when the public are excluded from the meeting for particular items of business. Any such items are taken at the end of the public part of the meeting and are listed under "Part II ('closed') agenda".

The Committee Room B is fitted with an audio system to assist those with hearing impairment. Anyone who wishes to use this should contact main (front) reception.

Members are reminded that all equalities implications and equalities impact assessments undertaken in relation to any matter on this agenda must be rigorously considered prior to any decision being reached on that matter.

Members are reminded that:

- (1) if they consider that they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting they must declare that interest and must not participate in or vote on that matter unless a dispensation has been granted by the Standards Committee;**
- (2) if they consider that they have a Declarable Interest (as defined in paragraph 5.3 of the Code of Conduct for Members) in any matter to be considered at the meeting they must declare the existence and nature of that interest. If a member has a Declarable Interest they should consider whether they should participate in consideration of the matter and vote on it.**

PART I (PUBLIC) AGENDA

1. MINUTES

To confirm the Minutes of the meeting held on 5 February 2018 (attached).

2. PUBLIC PETITIONS

The opportunity for any member of the public, being resident in or a registered local government elector of Hertfordshire to present a petition relating to a matter with which the Council is concerned, and is relevant to the remit of this Cabinet Panel, containing 100 or more signatures of residents or business ratepayers of Hertfordshire.

Notification of intent to present a petition must have been given to the Chief Legal Officer at least 20 clear days before the meeting where an item relating to the subject matter of the petition does not appear in the agenda, or at least 5 clear days where the item is the subject of a report already on the agenda.

[Members of the public who are considering raising an issue of concern via a petition are advised to contact their local member of the Council. The Council's arrangements for the receipt of petitions are set out in Annex 22 - Petitions Scheme of the Constitution.]

If you have any queries about the procedure please contact Michelle Diprose, by telephone on (01992 555566) or by e-mail to michelle.diprose@hertfordshire.gov.uk

Notification of intent to present a petition has been received for the following petitions:-

1. Sara Bedford, details provided under 2A below.

2A. TO RECEIVE A PETITION TO SAVE THE 318 BUS ROUTE

Report of the Chief Executive and Director of Environment

Local Members: Sara Bedford, Abbots Langley
Chris Hayward, Three Rivers Rural
Richard Roberts, Kings Langley
Tina Howard, Hemel Hempstead South East
William Wyatt-Lowe, Hemel Hempstead Town

Notice has been received that Sara Bedford wishes to present a petition in the following terms:

'The 318 bus provides a vital link for residents of the Abbots Langley area to Kings Langley and Hemel Hempstead. Mullany's decision to cut the part of the route will cause hardship and inconvenience for many residents. We therefore call on Hertfordshire County Council to ensure that this route remains in operation'. [save the 318 bus service](#)

A report on the subject of the petition is attached (2A)

3. JOINT PLANNING ARRANGMENTS IN SOUTH WEST

Report of the Chief Executive and Director of Environment

4. LOCAL TRANSPORT PLAN 4 - UPDATE

Report of the Chief Executive and Director of Environment

5. OTHER PART I BUSINESS

Such Part I (public) business which, if the Chairman agrees, is of sufficient urgency to warrant consideration.

PART II ('CLOSED') AGENDA

EXCLUSION OF PRESS AND PUBLIC

There are no items of Part II business on this agenda. If Part II business is notified the Chairman will move:-

“That under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item/s of business on the grounds that it/they involve/s the likely disclosure of exempt information as defined in paragraph/s of Part 1 of Schedule 12A to the said Act and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

If you require further information about this agenda please contact Michelle Diprose, Democratic Services, telephone number (01992) 555566 or email michelle.diprose@hertfordshire.gov.uk

Agenda documents are also available on the internet at: [Environment, Planning & Transport Cabinet Panel](#).

**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

Minutes



To: All Members of the Environment, Planning and Transport Cabinet Panel, Chief Executive, Chief Officers, All officers named for 'actions'

From: Legal, Democratic & Statutory Services
Ask for: Michelle Diprose
Ext: 25566

ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL, MONDAY, 5 FEBRUARY 2018

ATTENDANCE

MEMBERS OF THE PANEL

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, A K Khan, G McAndrew, A Stevenson (Vice-Chairman), J A West, A S B Walkington

OTHER MEMBERS IN ATTENDANCE

R H Smith

Upon consideration of the agenda for the Environment, Planning and Transport Cabinet Panel meeting on Monday, 5 February 2018 as circulated, copy annexed, conclusions were reached and are recorded below:

PART I ('OPEN') BUSINESS

1. MINUTES

- 1.1 The Minutes of the Cabinet Panel meeting held on Wednesday, 1 November 2017 were agreed.

2. PUBLIC PETITIONS

- 2.1 Brenda Heninghem and Tansy Rothwell presented the petition below:

'We the undersigned petition the council to open up the Lower Bengoe railway land, making it a footpath and cycle track to provide a safe and traffic free route through Lower Bengoe from Port Hill to Beane Road. In so doing we can retain the trees and green embankments and a corridor for wildlife too.'

ACTION

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INITIALS**

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2.2 The online petition attracted over 250 signatories by the date of receipt verified as living or working in Hertfordshire. The petitioner also presented the chairman with further hard copy of the signatures.

2.3 The petitioner addressed the Panel on the subject of the petition, the text of which can be viewed at the link below:

[Lower Bengoe Railway Land](#)

The Chairman received the petition.

2.4 Members considered an officer report in relation to the Lower Bengoe Railway Petition. Members noted there was not a budget identified but officers made a suggestion that funding could be used from locality budgets or section 106 funding to carry out a feasibility study.

2.5 The local Member said he was very supportive of this petition and believed it was a good example of a scheme coming forward with local support to make Hertford a part of a sustainable travel plan.

Conclusion

2.6 That the Cabinet Panel noted the petition and recommend that officers explore the potential of securing funding to undertake a feasibility study of the proposals as outlined in the petition.

3. PRESENTATION BY LONDON LUTON AIRPORT LIMITED REGARDING RECENT, ONGOING AND PROPOSED DEVELOPMENT/GROWTH AT LONDON LUTON AIRPORT [Officer Contact: Paul Donovan, Team Leader Strategic Land Use Tel: (01992 556289)]

3.1 The Panel received an update on the work of London Luton Airport (LLAL). A presentation was also received from Luton Borough Council on recent, ongoing and proposed development and growth at London Luton Airport. It was noted the report and presentation did not deal with live issues such as noise impacts and flightpaths,

3.2 Members were informed of the Luton Dart air-rail transit services that was hoped to be in place in the Spring of 2020/21. It was envisaged that the air-rail transit would move passengers more quickly and free up road congestion on the A505.

3.3 The Panel were informed of two sites which had been purchased and noted planning applications were being submitted. The first site, Bartlett Square would provide commercial space and a 4* hotel. The second site, New Century Park already had planning

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permission for commercial development and would also have a 3* hotel. Members raised concern in relation to the new jobs that would be created and how it was envisaged to manage the traffic movement. Members were informed that LLAL had submitted a proposal with Thameslink for further links to be available from May 2018, work had been carried out to link DART with the existing train operators.

3.4 Member questioned how the access to the Airport would be addressed when LLAL was the fastest growing Airport in the Country and 18 million passengers were expected to move through the Airport by 2020/21. Members were informed of the steps that were being taken to improve access and transport issues and of the vision of LLAL for the next 32 years, these are detailed below:

- To make the best use of the existing runway at Luton to provide the maximum benefit to the local and regional economy
- To deliver food levels of service
- To actively manage environmental impacts at the local and wider levels in line with their commitment to responsible and sustainable development

3.5 Members also raised concern on the noise impact levels and air quality of the Aircrafts with the Airports expansion which would increase freight movement which would have an impact through the night on local residents of Hertfordshire. LLAL advised the Panel that all these issues would be considered prior to any expansion to make sure it met the infrastructure requirements. It was noted there was a report going to the LLAL Board within the next couple of months in relation to night flights and freight.

3.6 LLAL also stated that they were actively looking at the commitments it could be make to be a better neighbour to Hertfordshire.

3.7 A Member invited LLAL to donate £2m to the infrastructure of Hertfordshire that would benefit the transport infrastructure. LLAL responded by saying that if it was a requirement on Hertfordshire's list then it could be considered.

3.8 LLAL also advised of their vision launch which is a statutory consultation starting in June 2018 for eight weeks and asked for Hertfordshire County Council to be pro-active in responding to the consultation.

Conclusion:

3.9 The Cabinet Panel noted the report and the content of the presentation from Luton Borough Council.

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4. INTEGRATED PLAN 2018/19 - 2021/22

[Officer Contact: Mike Collier, Assistant Director Strategic Finance & Performance Tel: (01992) 555792, Lindsey McLeod, Head of Corporate Finance Tel: (01992) 556431]

- 4.1 The Panel was invited to comment and identify any issues on the areas of the Integrated plan which related to Environment, Planning and Transport.
- 4.2 Members were informed that following on from the Public Engagement on the Integrated Plan (IP) that 56% of responses said they would rather see an increase to council tax and 32% a reduction in services. The percentage of respondents that supported a reduction in expenditure on Environment and Planning was 42% lower than in previous years, whilst 21% supported a reduction in Highways and Transportation a slight increase on last year, but lower than the previous two.
- 4.3 Members noted that pressures added £325 in 2018/19 rising to £700,000 in 2021/22. This was mainly the 'Responding to Growth' item. Members' attention was drawn to the item of £3.491m on page 185 of the IP pack under the heading for Infrastructure and Investment, a substantial part of which was for the development of major infrastructure and sustainable transport schemes. It was further noted that savings of £515,000 had been identified for 2018/19 rising to £726,000 in 2021/22.
- 4.4 A concern was raised in relation to the merging of the Countryside Management Service (CMS) and the Rights of Way teams and the impact on the service when the team are reconvened. Members agreed that the work of both teams were valued and both provided a good service. Members were informed the £150k savings would be over the course of 2 years, it was noted that teams did have overlapping functions. The savings would be generated through a natural reduction of one person, thinning of the management structure and by taking over diversion orders from the district and borough councils which would generate income. The aim was that the merging of the two teams would be an improvement to the service. Members hoped that improvements to bridle ways could also be included.
- 4.5 A member questioned whether some of the infrastructure fund could be used to support a passing loop on the Abbey Line. It was noted that the rules for accessing the funds had not yet been agreed and that a bid to support an Abbey Line passing loop would need to be considered against the criteria once set.
- 4.6 Following a question from a Member in relation to the Savercard, the Chairman clarified that the proposal to raise the price of the

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Savercard ticket was not linked or contingent in any way on the efficiency savings expected from the wider concessionary fare scheme.

4.7 The Executive Member noted that the additional income from increasing the price of Savercards was relatively small and suggested the Panel recommended to Cabinet that, if further savings had been identified through the budget process, that Cabinet defer the increase to the Savercard. The Panel supported the Chairman's suggestion to Cabinet.

4.8 A Member queried what would happen to the budgeted £72m Capital money over the next three years if it was not used for the Metropolitan Line Extension. In response the Panel noted that the money was not predominately the County Council's money and it was money that would have been received through the LEP and third party contributions. The Panel were informed that a certain amount of Capital money had already been committed. Members agreed the infrastructure fund for sustainable planning and the new team were welcome and there was an opportunity for Members to put forward schemes for consideration.

Conclusions:

4.9 That the Panel:

1. supported the Integrated Plan Proposals in relation to Environment, Planning & Transport
2. recommended to Cabinet that Cabinet consider deferring the increase in the price of the Savercard if other efficiencies have been identified through the budget process
3. also identified any issues that it felt that the Cabinet should consider in finalising the Integrated Plan proposals. These are outlined in the preceding text'

5. RAIL UPDATE

[Officer Contact: Trevor Mason, Team Leader Strategic Transport & Rail Tel: (01992) 556117]

5.1 The Panel received a report in relation to recent and upcoming issues concerning the rail services for Hertfordshire and the East Coast Route Study provided an opportunity for the County Council to set out its infrastructure aspirations for this route. Members noted the deadline for responses was 16 March 2018.

5.2 In response to a query on the Digital signalling proposal as the solution to capacity constraints on the two-track section through the Welwyn area and what the benefits were, officer's agreed to prepare a briefing note to clarify the benefits of digital signalling and circulate

Action
Trevor
Mason

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to the Panel.

5.3 A concern was raised in relation to the changing of stopping patterns at intermediate stations such as Welwyn North and it was asked that it be clarified that this was not a reduction or cessation of service to Welwyn North. It was believed that Welwyn North was used more than other nearby stations due to the parking availability, therefore a change to the service would impact passengers. Further concerns were raised in relation to services not stopping at Watford junction. Members requested these concerns be included in the response to the Network Rail East Coast Route Study

Action
Trevor
Mason

5.4 A Member sought clarification on the bus substitution of train services due to the postponement of the fifth platform scheme at Stevenage and the assumption that the completion of the scheme was assumed to be 2021, officers informed the Panel that this was the earliest date for completion. In relation to the substitute bus service GTR have stated they cannot deliver a half hourly service between Watton-at-Stone and Stevenage. this would be reduced to an hourly service. Members agreed there would be an impact on residents and commuters that used this service and stated this was unacceptable.

Conclusion:

5.5 The Panel:

1. noted the issues arising, and in particular the key events highlighted in Appendix 1.
2. commented on the draft response to the Network Rail East Coast Route Study, as set out in Appendix 3 to the report and requested the concerns in relation to Welwyn North station be incorporated in the response to the Network Rail East Coast Route Study.

6. CONSULTATION BY THE MAYOR OF LONDON ON A DRAFT LONDON PLAN

[Officer Contact: Paul Donovan, Team Leader Strategic Land Use
Tel: (01992) 556289, Tel: 01992 555255]

6.1 Members received a report in relation to the consultation by the Mayor of London on a Draft London Plan and were invited to consider the issues as set out in section 6 of the report and come to a view on those and any others it recommended that should be included in the County Council's response to the London Plan consultation. It was noted that the Chief Executive and Director of Environment would prepare and submit a response in consultation

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with the Executive Member for Environment, Planning and Transport taking into account the views of the Panel.

- 6.2 Members noted the plan was a plan for London and the Mayor did not have any planning powers that extended outside the Capital. The plan needed to do a fundamental review of future economic growth and housing. It was noted that the plan identified a housing need of 66,000 dwellings per annum and a housing target of 65,000 per annum which members noted was 1,000 houses less. Growth was to be achieved without encroaching onto the Green Belt.
- 6.3 The Panel agreed that Policy GG2 'surplus public sector land' element needed to be quantified.
- 6.4 Observations were that it was not realistic that this number of houses that were expected to be built as there was not the number of contractors available to build these properties, especially in the light of Brexit.
- 6.5 The panel agreed there needed to be a joint arrangement across the boundaries.
- 6.6 It was noted that the Mayor was interested in working with 'Willing Partners' the Panel needed clarification on whether this was short, medium or long term.

Conclusions:

- 6.7 The Panel considered the issues in section 6 of the report and came to a view on these and recommended these should be incorporated into a County Council response to the London Plan consultation. The Chief Executive and Director of Environment would prepare and submit a response, in consultation with the Executive Member for Environment, Planning and Transport, taking into account the views of Panel.

7. REVISED WASTE LOCAL PLAN TARGETS AND INDICATORS

[Officer Contact: Emma Chapman, Apprentice Planner, Spatial Planning and Economy Tel: (01992) 556275]

- 7.1 The Panel received a report on some revisions to the targets and indicators contained within the Waste Core Strategy and Development Management Policies Document which formed part of the Waste Local Plan.
- 7.2 Target 3 reported on any New Waste Management Facilities that had been permitted (within Areas of Search A-E which are broad areas set out in the Hertfordshire Waste Local Plan) to treat the

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identified Local Authority Collected Waste Arising. It was noted this target needed to be revised in light of the findings set out in the Local Authority Collected Waste Spatial Strategy and therefore as a result of the findings the Waste Planning Authority no longer needed to report on new facilities to treat the LAC Organic waste arising's.

- 7.3 Target 8 reported on the percentage of untreated waste that is imported from London into Hertfordshire after 2015, with the aim of this percentage being 0%. Members noted that obtaining this data had proved difficult for the Waste Planning Authority to obtain and subsequently there was an inability to report it accurately. It was noted that the definition of 'untreated waste' was something that had not been treated in its original state, i.e. construction and demolition waste.
- 7.4 In relation to Target 17 the panel were given amended wording to that detailed in 5.2 of the report. It was noted that Target 17 reported on the number of yearly breaches of planning control and complaints received relating to operational waste management facilities in the county. It had been difficult for the Waste Planning Authority to obtain the information to report on as the current system for monitoring enforcement cases was being considered as part of an enforcement review.
- 7.5 There was a concern that Target 17 would not be reported on but officers confirmed that the outcomes of the overall Enforcement Review would be presented to a future meeting and the administration systems that were currently being procured would allow officers to monitor breaches more efficiently.

Conclusion:

- 7.6 The Panel supported the revisions to the targets and indicators which were used to assess the implementation of the Waste Local Plan policies, within the AMR.

8. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR Q3

[Officer Contact: Simon Aries, Assistant Director Transport, Waste & Environmental Management Tel: (01992) 555255, Jan Hayes-Griffin, Assistant Director Planning & Economy Tel: (01992) 555203]

- 8.1 The Panel received a report to review the performance of Environment, Planning and Transport for the Q3 October 2017 to December 2017 against the Environment Department Service Plan 2016-2020. The report included key performance indicators, major projects, contracts and identified risks.
- 8.2

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Conclusion:

8.3 The Cabinet Panel noted the report and commented on the performance monitor for Quarter 3 2017-18.

9. OTHER PART I BUSINESS

9.1 There was no other part I business.



**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

CHAIRMAN _____

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**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
FRIDAY, 9 MARCH 2018 AT 10.00AM**

REPORT ON PETITION REGARDING LOCAL BUS SERVICE 318

Report of the Chief Executive & Director of Environment

Author:- Jacob Wing, Network and Travel Planning Deputy
Team Leader, Tel: (01992) 588617

Executive Member:- Derrick Ashley, Environment, Planning & Transport

Local Members:- Sara Bedford, Abbots Langley
Chris Hayward, Three Rivers Rural
Richard Roberts, Kings Langley
Tina Howard, Hemel Hempstead South East
William Wyatt-Lowe, Hemel Hempstead Town

1. Purpose of report

1.1 To enable the Panel to consider a petition which calls on “Hertfordshire County Council to ensure that the 318 bus route remains in operation.”

2. Summary

2.1 A petition promoted by Watford Liberal Democrats states that “The 318 bus provides a vital link for residents of the Abbots Langley area to Kings Langley and Hemel Hempstead. Mullany’s decision to cut part of the route will cause hardship and inconvenience for many residents. We therefore call on Hertfordshire County Council to ensure that this route remains in operation.” [save the 318 bus service](#)

2.2 Members are asked to consider the petition in the light of the information presented in this report.

3. Recommendation

3.1 The Panel is requested to note the petition.

- 3.2 The Panel note the low value for money priority of the route and no external resources have been secured to support the continuation of the service.
- 3.3 The Panel note the alternative services in the area and the work officers have undertaken to try and mitigate impacts at no additional cost.

4. Background

- 4.1 Bus service 318 is run by Mullany's Buses on a commercial basis, without support from the County Council. It originally operated between Watford and Abbots Langley but was extended to Hemel Hempstead in March 2013 using Local Sustainable Transport Funding (LSTF) following a successful bid to central government, and a time-limited financial contribution from Three Rivers District Council. This funding also supported other service enhancements on the route and the provision of newer vehicles.
- 4.2 The Hemel Hempstead extension was maintained after the LSTF monies had been fully spent but with reductions to the numbers of journeys operated from September 2014. However, the operator decided to withdraw the extension altogether from 5 February 2018 and revert to running only between Abbots Langley and Watford. Evening and Sunday services introduced with LSTF funding had already been discontinued because low passenger numbers made the timetable commercially unsustainable.
- 4.3 The route followed by the 318 from Abbots Langley to Hemel Hempstead is shown in Appendix 1 along with other bus services in the area and a summary of service frequencies.
- 4.4 Following public consultation, a set of new policies introduced in September 2015 enables the County Council to prioritise funding to the supported bus network on a value for money approach. Where a Monday-Saturday daytime service is concerned, the Council would seek to cost various levels of service, assess the usage and resulting revenue, and score the service against eight "Value for Money" criteria (see Appendix 2). Actual costs could only be determined through competitive tendering.
- 4.5 Mullany's have refused to engage with officers who have requested usage data and so on-bus observations of passenger usage have been carried out on a limited sample of journeys. Data collected indicates an average of 4.4 passengers per trip northbound from Abbots Langley to Hemel Hempstead and 3.3 passengers per trip in the southbound direction.

4.6 Officers have assessed three possible options which are as follows:

1. Hemel Hempstead – Kings Langley – Abbots Langley, an hourly all day service (including peaks) Monday to Friday, plus Saturday journeys
2. Hemel Hempstead – Kings Langley – Abbots Langley, an off-peak only service Monday to Friday, plus Saturday journeys
3. Abbots Langley – Kings Langley, two off-peak return journeys Monday to Friday only

Option	Estimated figures – per annum			Value for Money (VFM) score	Position in VFM table (out of 58 VFM contracts)	Number of lower scoring services affected by additional cost burden
	Cost	Revenue	Net cost			
1	£ 142,500	£ 39,100	£ 103,400	26	54	5
2	£ 72,500	£ 23,400	£ 49,100	29	52	4
3	£ 30,000	£ 12,500	£ 17,500	33	48	1

4.7 As can be seen from the map the alternative link from Abbots Langley to Kings Langley is the H19 County Council contract service which comprises one return journey two days a week. This is being extended to serve Station Road, Kings Langley from 3 April 2018 at no extra cost. The only alternative service for residents of this area is the contracted R8 which currently offers one return journey five days a week to the North Watford superstores, but which may be subject to review.

4.8 There are alternative bus services for residents living adjacent to all other sections of the route apart from (a) two stops in the Nash Mills area; and (b) the Primrose Hill – Lower Road section, served by only one journey each way, Monday to Friday.

5. Financial Implications

5.1 Other operators have expressed some interest in providing an Abbots Langley – Hemel Hempstead link but none is prepared to do so without financial assistance. Three Rivers District Council supports certain bus services, but its policy is to do so only on a kick-start basis for new routes. Currently Dacorum Borough Council does not fund any bus services and have confirmed no funding would be available for a 318 replacement.

5.2 Local Members can provide support for contracted services through the Locality Budget scheme.

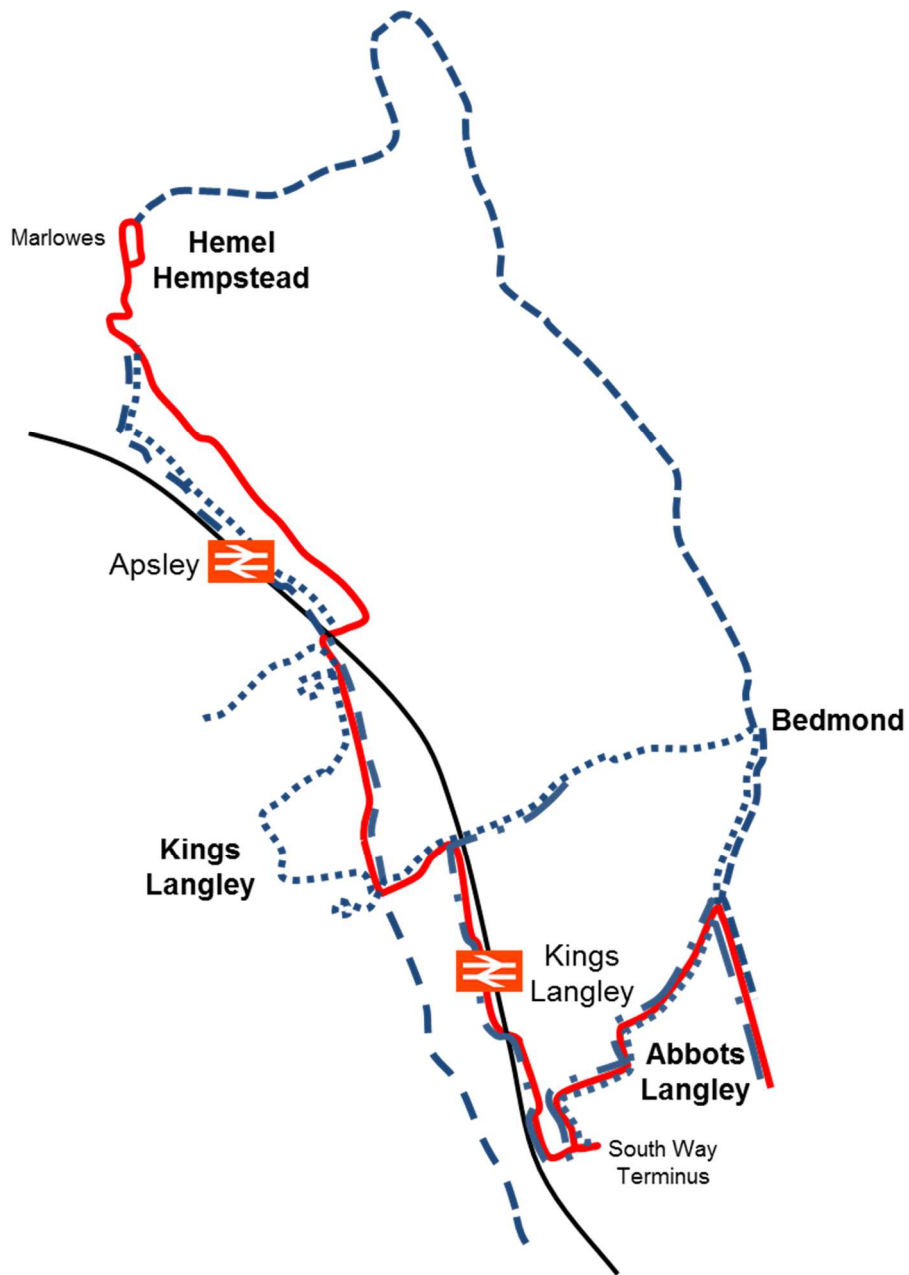
5.3 In the absence of external contributions, it would fall to the County Council to pay for any replacement out of its local bus budget, which is

already fully committed, supporting other contracted services across the county. When evaluated against the Value for Money criteria all three options provided poor value.

6. Equalities Implications

- 6.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered, the equalities implications of the decision that they are taking.
- 6.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EQiA) produced by officers.
- 6.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 6.4 The commercial bus operator's decision to reduce or withdraw a service was not subject to an Equality Impact Assessment (EqIA) as it is a private body and it is not carrying out a function on behalf of the county council. Detailed usage data has not been made available by the operator but based on knowledge of the wider bus networks and users, it is probable that a number of elderly or disabled passengers will be adversely impacted.

Appendix 1: Details of Hemel Hempstead to Abbots Langley bus services



Key	Service	Route	Runs
.....	H19	Abbots Langley – Hemel Hempstead	2 journeys per week (Tue and Thu)
— . —	R8	Bedmond - Watford	1 journey per day, Mon-Fri
————	318	Watford – Hemel Hempstead, curtailed at Abbots Langley from 05/02/2018	2 per hour Mon-Fri, hourly Sat
-----	320	Rickmansworth – Hemel Hempstead	2 per hour Mon-Sat, hourly Sun
— — —	500	Aylesbury – Watford	3 per hour Mon-Fri, 2 per hour Sat, hourly Sun

Appendix 2: Value for Money criteria

Hertfordshire County Council Bus Strategy Value for Money criteria

In general the County Council will not provide funding for:

- a. Services or journeys operating in the evenings after 1930 hours.
- b. Services or journeys operating on Sundays unless they directly serve hospitals in which case they would run until 1930 hours.
- c. Special services for home to school transport unless there is a statutory requirement to provide free transport.
- d. Services operating beyond the nearest suitable destination outside the county unless there is a funding contribution from the relevant neighbouring authority or a reciprocal cross boundary agreement.

To manage within available financial resources at any given time for the bus network as a whole, the County Council will take account of the following factors and needs in the order set out below in determining route and service patterns:

1. the availability of commercial /other bus services in the area
2. the cost per passenger on each service
3. the number of passengers
4. the level of use by elderly and passengers with disabilities
5. other alternatives available, including choice of destinations and other travel modes, including community transport options
6. the net cost of contracts
7. the likely future role of the service
8. travel by young people for whom the county council has a statutory duty to provide transport between home and school/college

All services will be kept under review and the criteria may be applied to individual journeys or sections of route where the service as a whole meets the criteria.

For services where the County Council contributes to a contract provided by another authority, the criteria adopted by the contracting authority will apply, subject to the County Council estimating whether the service within Hertfordshire would meet its own criteria and whether it could provide the service more effectively itself.

For services funded through development, by other authorities or from other external sources, the above criteria will not apply during the funding period but the County Council will adopt its own criteria if the service is transferred to County Council funding.

**ENVIRONMENT, PLANNING AND TRANSPORT
CABINET PANEL
FRIDAY, 5 MARCH 2018**

JOINT PLANNING ARRANGMENTS IN SOUTH WEST

Report of the Chief Executive and Director of Environment

Author: Jon Tiley – Business Manager Spatial Planning and
Economy Tel (01992) 556292)

Executive Member: Derrick Ashley, Environment, Planning & Transport

Local Members: County wide

1. Purpose of report

1.1 To inform the Panel of proposals to prepare a joint strategic plan by the south west Hertfordshire Authorities (Dacorum Borough Council; Three Rivers District Council, Watford Borough Council; Hertsmere Borough Council and the City and District of St Albans) and to seek views on the proposed Memorandum of Understanding (MoU) for the preparation of the document.

2 Summary

2.1 The Local Planning Authorities in South West Hertfordshire have been discussing ways in which they can respond to the challenges of planning for growth and meeting the Duty to Co-operate, by examining options for an approach to joint strategic planning.

2.2 A proposal to prepare a joint strategic planning document has been developed and a Draft MoU is now being considered by each Authority. As the major strategic infrastructure provider, the County Council has been invited to be a part of this process and to sign the Memorandum of Understanding (MoU).

3. Recommendations

3.1 The Panel is requested to:-

1. Note the emerging proposals for a joint strategic plan for South West Hertfordshire
2. Give support in principle to the proposal
3. Advise the Executive Member on any matters in relation to the proposed Draft Memorandum of Understanding

4. Background

- 4.1 As Members will be aware, the levels of growth that individual Local Planning authorities are having to deal with in their local plans has been creating a number of challenges. This is particularly the case given the current plan making system, whereby each Authority has to meet its own needs within its boundaries, unless it can work jointly with other planning Authorities to share the burden. This discussion about strategic matters is meant to take place through the “Duty to Co-operate” which is very a loosely defined process, but which is fundamental to demonstrating that a plan has been properly prepared.
- 4.2 A number of Hertfordshire Authorities have struggled to cope with these challenges, particularly given the sensitivity over release of Green Belt to accommodate new development and the general concerns which communities and stakeholders have about infrastructure provision keeping step with growth. In the south west of the county there have been plans which were allowed proceed provided that they were subject to early review (Dacorum, Three Rivers), others that have tried and failed to progress (St Albans) which are now attracting the attention of the Minister for Housing Communities and Local Government.
- 4.3 The Hertfordshire Infrastructure and Planning Partnership (HIPP) has been trying to wrestle with these issues for a number of years and is currently examining how some of these strategic planning and growth issues could be more effectively confronted across the county.
- 4.4 Meanwhile the Authorities in the south west of the county, (Dacorum, Watford, Three Rivers, St Albans and Hertsmere) who are either starting to address Local Plan reviews or like St Albans are embarking on a very rapid process to deliver a local plan, have been examining options for addressing some of these issues by coming together to deliver a “sub regional approach” to spatial planning.
- 4.5 The imperative for this has come from the realisation that rolling forward growth to 2036 will start to generate very major challenges to all the local authorities and that the best distribution of growth in this area should not be overly constrained by having to respect District Council boundaries.
- 4.6 There is also the need to address the Duty to Co-operate, which is becomingly increasingly onerous to demonstrate. Also it is clear that the next round of reforms to the planning system, which will emerge later this year, will raise the bar again, by formally requiring a joint statutory approach to making sure that new housing is provided in the right places and is fit to meet a range of housing needs.
- 4.7 The Government has also made it clear that they will increasingly only financially support the funding of strategic infrastructure if a joint strategic approach has been adopted.
- 4.8 On the 23 January a workshop session took place for District Leaders and Executive Members of the 5 south west Authorities to consider a way forward. This workshop was facilitated by the Planning Officers Society who made it quite clear that the direction of travel of central Government was such that future local plans will have to adopt this more strategic approach to stand any chance of being approved.

- 4.9 The general policy context of the Government has been set out in a number of statements and publications including the Housing White Paper; the Right Homes in the Right Places consultation document; the Government's first intervention letters sent to 15 Authorities; the Budget announcements on infrastructure investment and new towns; the Planning Delivery Grant launched in November 2017 to support joint planning; and the imminent revisions to the National Planning Policy Framework.
- 4.10 It has been suggested that the plan making system is likely to move to a more "portfolio" based approach comprising a mixture of joint strategic plans, local delivery plans, and implementation plans.
- 4.11 In addition to give the Duty to Co-operate more teeth, the Government will effectively be looking for Joint Plans to deal with Strategic Planning issues and the approach to be used to those strategic issues being set out in a "Statement of Common Ground"
- 4.12 In terms of the test of soundness local plans will be expected to be prepared on a strategy "informed by agreements over a wider area" and also be based on "effective joint working on cross boundary strategic priorities"
- 4.13 The Workshop also examined examples from around the country of other joint planning arrangements and examined the pros and cons. The examples examined in more detail were South Essex; the Oxfordshire Joint Spatial Plan; and the west of England Joint Spatial Plan;
- 4.14 The conclusion was that the five Districts should move forward proposals to start the preparation of a statutory joint strategic planning document. Each Authority committed to consider these proposals during February and March, with a view to commencing this work as soon as was practicable. One of the major tensions in this process is that some Authorities have already commenced their local plan reviews e.g. Dacorum, and others have an imperative to progress to satisfy the Minister (St. Albans)
- 4.15 To start to flesh out what would be involved in terms of governance and resources, a Draft Memorandum of Understanding has been produced (see Appendix A). This would inevitably be the first of a number of documents prepared to set out how the partnership would work and at this stage is really a commitment to work together on the project.
- 4.16 After setting out some context, and the principles of joint working and co-operation, the MoU sets out what the key outputs of this exercise will be :-
- A joint strategic plan setting out spatial and infrastructure priorities across South West Hertfordshire
 - A Delivery strategy
 - A Statement of Common Ground , which is likely to become a key document in the planning system in the future
 - A monitoring process to chart the delivery of the Joint Strategic Plan.
- 4.17 The MoU is clear that it cannot override the statutory duties and powers of the parties and is not legally binding. However it is a public statement about committing to joint working.

- 4.18 The other matter covered by the MoU is Governance. The proposed structure is that there will be Joint Member and Officer Board to steer the preparation of the Joint Spatial Plan. This is to consist of the Leader and Chief Executive from each of the District and Boroughs and the Portfolio Holder and lead Planning Officers from the County Council. Under this there will be a Strategic Planning Members Group, comprising political representatives from each of the partners, with appropriate authority to take decisions to progress the Joint Strategic Plan. Finally there will be an Officer Group comprising heads of service and Heads of Planning Policy.

5. Conclusions

- 5.1 This is the first step on the road to the preparation of the joint strategic plan for part of the county. At this stage what is being sought is agreement in principle to work together on the Joint Plan, on the basis of the arrangements set out in the Draft Memorandum of Understanding.
- 5.2 The County Council is not a Local Planning Authority for the purpose of the preparation of such a joint plan, but quite correctly has been identified as a key strategic partner which is required to make the exercise successful. Therefore at this stage the obligations we are agreeing to, are to support the process in terms of Member and Officer participation in the Governance and steering arrangements and to respond in a timely fashion when requested to feed in a perspective from a strategic infrastructure perspective. The latter is in fact no more than the County Council is required to do under the Duty to Co-operate.
- 5.3 The County Council has been exhorting District Councils to work more strategically on spatial planning and infrastructure matters for a number of years. It is therefore encouraging to see the formation of this grouping and the proposal for the Joint Plan. It will of course be critical that the process works for the County Council as strategic infrastructure provider and this must be a fundamental condition of our participation.
- 5.4 It also has to be recognised that any arrangements put into place at the moment will need to be sufficiently flexible to adapt the next round of reforms to the Planning system, which will take place over the next twelve months.

6. Financial Implications

- 6.1 The majority of the financial burden for the preparation of the proposed Joint Strategic Plan will fall on the five local planning authorities, in that they will have to lead the preparation of the document, including public consultation and public examination, together with the creation of the evidence base and carrying out relevant studies.
- 6.2 For certain topics there may be some cost to the County Council in terms of leading on pieces of work which help to assess the best way forward for the strategic infrastructure that is the county council's responsibility.
- 6.3 The most immediate financial implication will be in the form of officer time to participate in this exercise. However, this is where the extra resource identified to develop the new Growth and Infrastructure Unit can be used to support the objectives of the County Council.

7. **Equalities Implications**

- 7.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered, the equality implications of the decision that they are making.
- 7.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 7.3 The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 7.4 There is no EqIA relating to this report, but in the case of the proposed strategic joint planning document a full Equalities Impact statement will be prepared as part of the plan preparation process.

**MEMORANDUM OF UNDERSTANDING
FOR STRATEGIC PLANNING
IN SOUTH WEST HERTFORDSHIRE**

February 2018

STRATEGIC PLANNING IN SOUTH WEST HERTFORDSHIRE

Memorandum of Understanding

between

Dacorum Borough Council
Hertsmere Borough Council
St Albans City & District Council
Three Rivers District Council
Watford Borough Council
Hertfordshire County Council

This Memorandum of Understanding (MoU) sets out how cooperation between the five local planning authorities in South West Hertfordshire and Hertfordshire County Council will be managed in respect of strategic planning issues.

The Localism Act 2011 places a Duty to Cooperate on local planning authorities and county councils¹ (amongst other public sector organisations), requiring them to engage constructively, actively and on an on-going basis in the preparation of plans where this involves strategic matters. Local planning authorities will be tested in relation to legal compliance with the Duty at examination, as well as whether strategic cooperation has resulted in a ‘sound’ and robust approach to delivering strategic objectives.

The Neighbourhood Planning Act 2017² requires local planning authorities to “identify the strategic priorities for the development and use of land in the authorities’ area and set out policies to address those priorities in the development plan documents, taken as a whole. This clause was included to allow greater flexibility in the way that local planning authorities prepare local planning documents, and specifically to support the preparation of ‘strategic’ local plans, whether prepared individually or jointly with neighbouring authorities. However, several recent announcements from Government on proposed planning reforms indicates strongly that the Government’s preferred approach is for strategic priorities to be managed on a joint basis across housing market areas through the use of joint spatial plans.

Building on the existing strong foundations of cooperation developed through the Duty to Cooperate, the Local Authorities have agreed to move to a more formal approach to strategic planning. This will be developed through a ‘portfolio’ of plans, with a Joint Strategic Plan (JSP) setting out strategic spatial and infrastructure priorities that are considered to be of mutual benefit, prepared alongside a suite of Local Plans to manage delivery within each of the local planning areas.

¹ Localism Act 2011, Section 110.

² Neighbourhood Planning Act Part 1, Section 8

Work on the JSP will be steered within the governance structure of the Joint Member and Officer Board (JMOB) to ensure that it aligns with other strategic priorities. Although the JSP will be prepared on the basis of collaboration, formal decisions on the JSP at key stages in its preparation (identified in each local planning authorities' Local Development Scheme) will be taken by the individual local planning authorities which will continue to retain the statutory local planning duty (as set out in the 2004 Planning and Compulsory Purchase Act and the 2017 Neighbourhood Planning Act).

A Statement of Common Ground (SoCG) will be prepared by the Authorities, setting out the process and timetable for the plan, what local delivery plans will be needed (and how current local plans will be managed through the transition process), governance and working arrangements, and the key evidence needed to support the JSP. Although the focus will be strategic development (housing and economic development) and infrastructure, other strategic priorities may be included where they are required to support delivery of the long term shared vision for South West Hertfordshire. The Statement will be reviewed on an ongoing basis and updated as and when needed. This will form key evidence to support the JSP and individual Local Plans and should therefore be made available on each of the partner authority's websites.

In preparing the JSP, all partners agree to:

- Engage constructively, actively, openly and on an on-going basis in relation to strategic planning matters under the Duty to Cooperate (or equivalent processes);
- Ensure a broad and consistent approach to strategic planning and development issues in South West Hertfordshire;
- Support better alignment between strategic planning, infrastructure and investment priorities in South West Hertfordshire;
- Adhere to the governance structure set out in this document and ensure that activities are delivered, actions are taken and communications are made as required;
- Be accountable for ensuring that the role and responsibilities as agreed in the Statement of Common Ground are adhered to;
- Be open and communicate about concerns, issues and opportunities in respect of collaboration and joint working;
- Act in a timely manner, recognising the time critical nature of consultations, technical projects and plan preparation;
- Adhere to statutory requirements. Comply with applicable laws and standards, data protection and freedom of information requirements;
- Encourage, develop and share best practice in strategic planning matters;

- Ensure adequate resources and staffing are in place to undertake effective collaboration and joint working (resources to be agreed by the South West Hertfordshire Authorities through the Statement of Common Ground).
- Seek to align informal and formal decision making to ensure the completion of key stages works effectively for all partners

Area Covered

For the purposes of this MoU the geographic area of South West Hertfordshire applies to the administrative areas of Dacorum Borough Council, Hertsmere Borough Council, St Albans City & District Council, Three Rivers District Council and Watford Borough Council.

Status

This MoU cannot override the statutory duties and powers of the parties and is not enforceable by law. However, the parties agree to the principles set out in this MoU. This MoU is not a development plan, nor a legally binding document, but will be used in the consideration of how the local authorities have jointly approached strategic planning issues and legal compliance with the Duty to Cooperate.

This MoU may be supported by other documentation, and other subject specific MoUs, which set out in more detail how the parties will work together to tackle more detailed matters with respect to strategic planning in South West Hertfordshire. It is accepted that an individual party or group of parties that are signatories to this MoU may also be signatories to other MoUs between themselves, or with other parties outside South West Hertfordshire in respect of the Duty to Cooperate.

Key outputs of this MoU are:

- A Joint Strategic Plan (JSP) setting out strategic spatial and infrastructure priorities across South West Hertfordshire;
- A Delivery Strategy setting out how the strategic policy framework of the JSP will be delivered, accompanied by a risk assessment and risk management plan;
- A Statement of Common Ground setting out how a JSP will be delivered, what the evidence base is, including identification of various development needs;
- A JSP monitoring process to chart and monitor delivery of the JSP.

Governance, Roles and Responsibilities

Preparation of the Joint Strategic Plan and associated Delivery Strategy will be steered under the governance arrangements of a Joint Member and Officer Board (JMOB). Formal decisions on the JSP at key stages (to be set out in individual Local Development Schemes) will be taken by individual Local Planning Authorities on the advice and recommendations of JMOB. The JMOB will comprise the Leader and the

Chief Executive (or equivalent) from each of the District/Borough authorities and the Portfolio Holder and Lead Planning Officer from Hertfordshire County Council. A Strategic Planning Members Group (SPMG) will be accountable for the overall project management of the JSP, supported by a Strategic Planning Officers Group (SPOG). The SPMG will comprise political representatives from each of the partners (to be appointed by individual authorities) with appropriate authority to make key decisions on progress with the SoCG and JSP. The SPOG will comprise the Heads of Service (or equivalent) from each of the partner authorities, and the lead officer for strategic planning. 'Task and finish' groups will be used to develop specific policy areas, to be identified by the SPMG as and when needed.

Terms of Reference for all groups will be established, setting out the roles, responsibilities and administration. These will be agreed by all partners and reviewed annually to ensure they remain relevant.

Local authorities should ensure that adequate resources are provided in order to undertake the joint work programme as set out in the Statement of Common Ground. Additional resources may be provided by other relevant bodies, as agreed to undertake specified tasks under the work programme.

Review of the MoU

This MoU is effective from the date it is signed by the Chief Executive and Leaders of all parties. It will be reviewed as and when indicated through the Statement of Common Ground.

Table of Signatories

Signature	Role	Authority	Date
	Leader of Council		
	Chief Executive		

DRAFT

**ENVIRONMENT, PLANNING & TRANSPORT CABINET PANEL
FRIDAY, 9 MARCH 2018 AT 10.00AM**

LOCAL TRANSPORT PLAN 4 CONSULTATION RESPONSES

Report of the Chief Executive and Director of Environment

Author: Trevor Mason, Team Leader Strategic Transport & Rail
Tel: (01992) 556117

Executive Member: Derrick Ashley, Environment, Planning & Transport

1. Purpose of Report

1.1 To inform the Panel of the outcome of the recent consultation on the draft Local Transport Plan 4.

2. Summary

2.1 The draft Local Transport Plan 4 was subject to public consultation for the 12 weeks up to 23 January 2018, from which nearly 700 responses were received.

2.2 The consultation response showed that there is support for the overall direction of the Local Transport Plan 4, for each of the policies, and for each of the Major schemes.

2.3 Discussions on how the consultation response will shape the final Local Transport Plan 4 will be discussed at the Panel's meeting on 24 April.

3. Recommendation

3.1 The Panel is asked to note the responses received to the Local Transport Plan 4 consultation.

4. Background

4.1 The Local Transport Plan is a statutory document which provides a countywide transport strategy, and forms part of the county council's policy framework. In 2014, the Highways and Waste Management Cabinet Panel endorsed a proposal to update the current Local Transport Plan to develop a new spatial transport vision for the county.

- 4.2 Following a series of technical studies and consultations to develop a transport vision, individual policies and strategic schemes, a draft Local Transport Plan 4 was presented to the Environment, Planning & Transport Cabinet Panel on 5 October 2017.
- 4.3 Subsequently a draft for consultation was approved by Cabinet on 23 October. Consultation was then held for 12 weeks for the period 31 October to 23 January 2018.
- 4.4 The Local Transport Plan will be supported by a series of “daughter documents” which will provide further details on particular topics and geographic areas. It is expected that these documents will be completed in the 18 months following the adoption of the main Plan.

5. Level of Response

- 5.1 Consultation responses were invited either via an online survey or by separate written response. The total number of responses received was 677, of which 609 were by the online survey.
- 5.2 Responses have been received from all 10 district / borough councils, and from several neighbouring authorities. A list of organisations which submitted a response is set out in Appendix 1.

6. Analysis of Consultation Responses

- 6.1 At the time of writing, analysis of all the individual consultation responses was still being undertaken. However, it is possible to present the results of the online survey questions, the points raised by key stakeholders and an emerging view of the wider public issues.
- 6.2 The full consultation response, together with the resulting proposed changes to the draft Local Transport Plan, will be presented to the Panel at its meeting on 24 April.

7. Online Survey Results

- 7.1 The online survey asked respondents to consider the overall direction of the Local Transport Plan. For all questions, as detailed in Table 1 below, there was an overall support for the document. Further details are provided in Appendix 2.

Table 1 – Online survey results to main topics

Topic	Strongly Agree or Agree	Neutral	Strongly Disagree or Disagree
Change in behaviour / reduced car use	55%	23%	21%
Overall mix of measures	51%	14%	34%
New highways only considered after all other options	50%	18%	31%
Encouraging shared mobility	64%	18%	16%
Encouraging Ultra Low Emission Vehicles	70%	17%	11%

7.2 Respondents were also asked whether they particularly agreed or disagreed with any of the 23 policies set out in the draft document. The response shows that all of the policies have a majority level of support, with the least supported policy rated as 66% agree. The detailed results are shown in Appendix 3.

7.3 The analysis for the Major schemes (Table 2) also shows that there is a majority level of support, with the highest level of support shown for the sustainable transport schemes, and the lowest level of support for the road schemes. Further details are shown in Appendix 4.

Table 2 – Online survey results to Major schemes

Major Scheme	Strongly Agree + Agree	Disagree + Strongly Disagree
Sustainable Travel Towns	87%	13%
Cycle Infrastructure Improvement Towns	85%	15%
A414 Bus Rapid Transit	82%	18%
Passenger Transport Hubs	82%	18%
New rail stations	80%	20%
Hertford Bypass	75%	25%
New M1 Junction 8A	68%	32%

8. Key Themes

8.1 The open-ended responses to the consultation are still being analysed, but the emerging key issues being raised are:

- Under-representation of rural transport needs
- The practical implications of electric vehicles

8.2 Other points that have been raised include:

- Parking restrictions – although the online survey shows that there is clear support for the need to introduce a package of measures including “reduced

car parking provision and increased parking costs” there are a number of concerns that this could have a negative impact on the local economy;

- suggestions for additional schemes, especially for Sustainable Travel Towns ;
- suggestions for minor amendments to the policies or supporting text.

8.3 These issues are presented for information only at this stage, but proposals for how these should be addressed in the final Local Transport Plan 4 will be presented to Panel at its meeting on 24 April. The potential responses to the comments may include modifications to policies and/or supporting text, appropriate coverage within the daughter documents, and further technical briefing notes.

9. Conclusions from Consultation Responses

9.1 The consultation response shows that there is overall support for the draft Local Transport Plan document. Whilst some changes may be required, there has been no identification to date of any major alterations that might be required.

10. Next Steps

10.1 The analysis of the consultation responses and the recommendations for changes to the draft document will be presented to the Panel on 24 April.

10.2 The recommendations of the Panel will be considered by Cabinet on 14 May and County Council on 22 May.

10.3 Following the adoption of the Local Transport Plan, a series of “daughter documents”, which set out in detail how the Plan will be delivered, will be adopted through their relevant processes.

11 Financial Implications

11.1 The initial consideration of the consultation responses has no financial implications.

11.2 The delivery of the Local Transport Plan will require significant financial resources which will need to be obtained from a variety of sources. An assessment of the financial implications of the Plan’s delivery will be made when the draft document is considered by panel in April.

12. Equality Implications

12.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are taking.

- 12.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 12.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 12.4 The development of the Local Transport Plan has been subject to an Equalities Impact Assessment from the initial Transport Vision stage to the current consultation stage. The Equalities Impact Assessment was reported to Panel at its meeting on 5 October 2017. This process has informed the content of the Local Transport Plan and minimal equalities impacts have been identified in the content of the draft Local Transport Plan. The assessment will be reviewed in the light of any changes that may be proposed following the consideration of the consultation responses.

Background Information

Hertfordshire's Local Transport Plan – Draft for Public Consultation – Hertfordshire County Council (November 2017)

Organisations which submitted a consultation response

Borough/District Councils

Broxbourne Borough Council
Dacorum Borough Council
East Herts District Council
Hertsmere Borough Council
North Hertfordshire District Council
St Albans City and District Council
Stevenage Borough Council
Watford Borough Council
Welwyn Hatfield Borough Council

[Three Rivers will submit a response w/b 25 February]

Neighbouring Authorities

Buckinghamshire County Council
Cambridgeshire County Council
Transport for London

[responses from Essex CC and LB Barnet are expected w/b 25 February]

National Groups

Environment Agency
Historic England
National Grid
Natural England

Local Strategic Organisations

Hertfordshire Local Enterprise Partnership
East and North Hertfordshire NHS Trust
London TravelWatch

Parish/Town Councils

Aldbury Parish Council
Eastwick and Gilston Parish Council
Great Munden Parish Council
Hertford Town Council
Hunsdon Parish Council
Pitstone Parish Council
Royston Town Council
Sandridge Parish Council
St Stephen Parish Council

Welwyn Parish Council

Transport Operators

Carousel Buses

Universitybus Ltd (UNO)

Businesses

ADC Bioscientific Ltd

BPA (British Pipeline Agency)

CEG (Commercial Estates Group)

Cyber-Duck Ltd.

Gascoyne Cecil Estates

London Luton Airport

Tarmac Trading Limited

The Crown Estates

Local Groups

A Safer A507

Abbey Line Community Rail Partnership

Abfly

Association of Public Transport Users

Batford Community Action Group

Bengeo Neighbourhood Area Plan Steering Group

Bishop's Stortford Civic Federation

Bishop's Stortford Climate Group

Broxbourne Youth Council

CycleHerts

Digswell Residents Association

Hertford & Ware District Labour Party

Hertford Civic Society

Hitchin Forum

Hitchin Rail Users Group

Lower Bengeo Residents' Association

Marshalswick North Residents Association

Motorcycle Action Group

Norbury Reeds Residents' Association

North Hertfordshire and Stevenage Green Party

North Hertfordshire CCG

Northaw and Cuffley Residents Association

Old Thorley and Twyford Residents' Association

Places for People

Potters Bar and St Albans Transport User Group






Railfuture

Save Ware's Greenbelt
South Herts Hikers
St Albans Cycle Campaign
St.Albans Friends of the Earth
The Meads Residents Association
The Ramblers Association
The Welwyn Planning and Amenity Group
Transition Town Letchworth
Welham Green & Brookmans Park Rail Users Group
WelHatCycling

Appendix 2 Online Survey Results – Overall Direction






Given the challenges facing the county summarized in Fig 3.10, the LTP seeks to encourage a change in behaviour and reduced car use. We believe there are significant opportunities to reduce car travel for people travelling relatively short distances and between places with good passenger transport (bus/rail) or cycle links.

3. How much do you agree with this overall approach?

			Response Percent	Response Total
1	Strongly agree		23.15%	141
2	Agree		32.35%	197
3	Neutral		23.15%	141
4	Disagree		10.34%	63
5	Strongly disagree		11.00%	67
			answered	609
			skipped	0






In practice the LTP proposes the approach to reducing car use should include a combination of physical transport improvements (such as priority for buses, improved walking and cycling routes, better rail and bus services), measures to promote and encourage changes in travel behaviour (travel plans, promotions and marketing) and traffic demand management (for example, in larger urban areas, reallocation of some road space to non-car modes combined with reduced car parking provision and increased parking costs to encourage non-car travel to and within urban centres).

4. How much do you agree with this overall approach?






			Response Percent	Response Total
1	Strongly agree		23.65%	144
2	Agree		27.42%	167
3	Neutral		14.45%	88
4	Disagree		17.90%	109
5	Strongly disagree		16.58%	101
			answered	609

Although the LTP4 seeks to encourage less car use and changes in travel behaviour, the forecast population growth of 15% by 2031 will mean some additional highway capacity will be required. The approach (as reflected in policies 1 and 12) is for new highway capacity to be considered only after other options to reduce demand, encourage travel by non-car modes, and ways to make better use of existing road space have been considered.






5. How much do you agree with this overall approach?

			Response Percent	Response Total
1	Strongly agree		22.33%	136
2	Agree		28.41%	173
3	Neutral		18.23%	111
4	Disagree		16.09%	98
5	Strongly disagree		14.94%	91
			answered	609
			skipped	0

6. How much do you agree that the county council should do more to encourage shared mobility (car clubs, liftshare, bicycle share/hire etc)?

			Response Percent	Response Total
1	Strongly agree		29.73%	179
2	Agree		35.05%	211
3	Neutral		18.77%	113
4	Disagree		9.97%	60
5	Strongly disagree		6.48%	39
			answered	602
			skipped	7

7. How much do you agree that the county council should do more to encourage the installation and adoption of Ultra Low Emission Vehicles (such as electric cars)?

			Response Percent	Response Total
1	Strongly agree		33.66%	204
2	Agree		37.13%	225
3	Neutral		17.49%	106
4	Disagree		7.43%	45
5	Strongly disagree		4.29%	26
			answered	606
			skipped	3

Appendix 3 Online Survey Results – Policies

9. Of the LTP4 policies numbered below are there any you particularly agree or disagree with? Please select as many or as few as appropriate.					
	Strongly agree	Agree	Disagree	Strongly disagree	Response Total
1. Transport User Hierarchy	22.4% (87)	44.3% (172)	23.2% (90)	10.1% (39)	388
2. Influencing Land Use Planning	31.2% (126)	51.7% (209)	10.6% (43)	6.4% (26)	404
3. Travel Plans and Behaviour Change	29.6% (131)	43.7% (193)	17.2% (76)	9.5% (42)	442
4. Demand Management	21.7% (83)	53.0% (203)	16.2% (62)	9.1% (35)	383
5. Development Management	24.8% (94)	54.6% (207)	13.2% (50)	7.4% (28)	379
6. Accessibility	39.6% (161)	50.9% (207)	5.9% (24)	3.7% (15)	407
7. Active Travel - Walking	46.0% (210)	41.1% (188)	8.1% (37)	4.8% (22)	457
8. Active Travel – Cycling	44.1% (199)	37.0% (167)	10.4% (47)	8.4% (38)	451
9. Buses	50.8% (232)	34.4% (157)	8.3% (38)	6.6% (30)	457
10. Rail	57.6% (272)	34.7% (164)	4.9% (23)	2.8% (13)	472
11. Airports	24.3% (92)	44.3% (168)	19.8% (75)	11.6% (44)	379
12. Network Management	31.0% (113)	54.5% (199)	9.0% (33)	5.5% (20)	365
13. New Roads and Junctions	36.9% (156)	39.5% (167)	14.4% (61)	9.2% (39)	423
14. Climate Change Network Resilience	33.8% (128)	46.2% (175)	11.9% (45)	8.2% (31)	379
15. Speed Management	34.3% (143)	42.9% (179)	14.6% (61)	8.2% (34)	417
16. Freight and Logistics	28.5% (104)	52.9% (193)	12.9% (47)	5.8% (21)	365
17. Road Safety	49.8% (208)	41.6% (174)	4.5% (19)	4.1% (17)	418
18. Transport Safety and Security	44.9% (175)	46.2% (180)	5.9% (23)	3.1% (12)	390
19. Emissions Reduction	51.6% (220)	36.2% (154)	7.0% (30)	5.2% (22)	426
20. Air Quality	54.7% (237)	34.2% (148)	7.2% (31)	3.9% (17)	433
21. Environment	56.2% (232)	33.9% (140)	6.1% (25)	3.9% (16)	413
22. Asset Management	22.1%	57.2%	13.6%	7.1%	339

9. Of the LTP4 policies numbered below are there any you particularly agree or disagree with? Please select as many or as few as appropriate.

	Strongly agree	Agree	Disagree	Strongly disagree	Response Total
	(75)	(194)	(46)	(24)	
23. Growth and Transport Plans	30.0% (113)	53.3% (201)	8.5% (32)	8.2% (31)	377

Appendix 4 Online Survey Results – Major Schemes

10. The Transport Proposals Map (Figure 7.1) includes a number of major improvements being promoted by the county council. These are listed below. Are there any proposals you particularly agree or disagree with?					
	Strongly agree	Agree	Disagree	Strongly disagree	Response Total
Cycle Infrastructure Improvement Towns [Baldock, Berkhamsted, Bishop's Stortford, Borehamwood, Broxbourne Borough, Harpenden, Hatfield, Hemel Hempstead, Hertford, Hitchin, Hoddesdon, Letchworth Garden City, Potters Bar, Rickmansworth, Royston, St Albans, Stevenage, Tring, Ware, Watford and Welwyn Garden City]	49.0% (258)	35.9% (189)	9.3% (49)	5.7% (30)	526
Sustainable Travel Towns [Bishop's Stortford, Broxbourne, Hatfield, Hemel Hempstead, Hertford, St Albans, Stevenage, Watford and Welwyn Garden City.]	48.6% (236)	38.7% (188)	7.8% (38)	4.9% (24)	486
Passenger Transport Hubs/Coachway at Junction 8 of the M1 and Junction 8 of the A1(M)	32.3% (142)	49.5% (218)	13.2% (58)	5.0% (22)	440
A414 Bus Rapid Transit	38.6% (172)	43.5% (194)	11.2% (50)	6.7% (30)	446
Hertford Bypass	35.1% (157)	40.0% (179)	13.0% (58)	11.9% (53)	447
New M1 Junction 8a (additional junction)	23.1% (88)	44.9% (171)	20.5% (78)	11.5% (44)	381
New Rail Stations to Investigate [two in Broxbourne Borough at Turnford and Park Lane, and one in south Stevenage]	34.0% (148)	46.4% (202)	14.7% (64)	4.8% (21)	435
				answered	569
				skipped	40