

5. TRANSPORT

5.1 Introduction

5.1.1 A key function of the Local Plan is to help manage the District's movement requirements. Recent changes in international, European and national attitudes towards sustainability and the promotion of a more integrated transport strategy, mean that the local plan policy agenda has moved on from the traditional approach centred on the road building programme. In the past, priority has often been placed on ensuring access to new developments by car. New initiatives focus on supporting future prosperity, while providing wider availability and choice of travel mode to reduce the need to travel by car. The Government White Paper 'A New Deal for Transport: Better for Everyone' (July 1998) clearly sets the new agenda, aimed at an approach based on more integrated and sustainable transport.

5.1.2 The Hertfordshire County Structure Plan 1991-2011, embodies many of the principles of the White Paper. The document contains the strategic policy framework for transport planning in the County. It aims, inter alia, to "reduce the growth in private motor traffic on roads, and minimise its environmental impact, especially during peak periods and in towns".

5.1.3 The Local Plan supports this policy stance and the following aim and objectives set out the District Council's transportation planning strategy:

Aim

To promote the development of an integrated transport system to serve all users, and thus aid the reduction of the dominance of private motorised traffic and its adverse effects on the environment, in order to enhance East Hertfordshire as an attractive place in which to live and work.

Objectives

1. To support the development of an integrated transport system, in a manner that allows for the movement of people and goods, necessary to sustain the economic, social and environmental well-being of East Hertfordshire.

2. To aid, via the planning process, a reduction in the rate of growth in private motor traffic on roads and minimise its impact throughout the District, especially during peak periods, and additionally in those towns which experience off-peak congestion.
3. To, wherever possible locate development mainly in areas that will enable fewer and shorter journeys to be made, which are well served by passenger transport and accessible by walking and cycling.
4. To minimise traffic generated by new development.
5. To prioritise the provision of modes of transport other than the car (particularly walking, cycling and passenger transport) and the movement of freight by means other than road.

5.2 Transport System

5.2.1 The District Council has a limited role in the actual provision of transport, with the main statutory responsibility for the transport system lying with a number of bodies, including the Department for Transport, Highways Agency, County Council, rail and bus operators. Their plans and priorities are determined at a national level through the Government's 10-year Transport Plan. In Hertfordshire, the Local Transport Plan defines the local objectives and programme for transport improvements. Whilst having limited statutory responsibility for transport, the District Council does have the ability to work in partnership with the County Council, the operators and others to influence their investment programmes. As the local planning authority, it has a major role to play in integrating transport planning objectives with the location, type and design of development.

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5.3 Road Hierarchy

5.3.1 A road hierarchy throughout Hertfordshire has been defined by the County Council, which aims to direct public and private transport onto particular categories of road, in order to improve traffic flows, safety standards, environmental conditions and to serve the needs of development. Through-traffic and HGV's, in particular, are directed to the Primary Route Network which, in East Hertfordshire, consists of the A10 trunk road and the A120, A414 and A602.

5.3.2 The District Council will support:

- (a) a road hierarchy which seeks to secure the canalisation of traffic into an appropriate route within that hierarchy;
- (b) the maintenance and improvement of an appropriate road hierarchy based on the following road classification:

i. Primary Roads:

A10(Great Amwell-Ware-Buntingford-Buckland)
A120(Standon/Puckeridge-Bishop's Stortford)
A414(Cole Green-Hertford-Stanstead Abbots-Eastwick)
A602(Hooks Cross-Watton-at-Stone-A10 Ware)

ii. Main Distributor Roads:

A119(Watton-at-Stone-Hertford-Ware)
A507(Buntingford-Cottered)
A1059(Bishop's Stortford)
A1060(Bishop's Stortford)
A1170(St Margarets-Ware)
A1184(Sawbridgeworth-Bishop's Stortford)
A1250(Bishop's Stortford)

iii. Secondary Distributor Roads:

B158(Wadesmill-Hertford-Howe Green)

B180(Stanstead Abbots-Hunsdon-Widford)
B181(Stanstead Abbots)
B195(Cole Green)
B1000(Hertford-Tewin Mill)
B1001(Ware)
B1004(Ware-Widford-Much Hadham-Bishop's Stortford)
B1037(Cottered-Walkern-Chells)
B1038(Buntingford-Hare Street-Brent Pelham)
B1197(Hertford-Hertford Heath)
B1368(Puckeridge-Hare Street-District boundary)
B1383(Bishop's Stortford)
B1502(Hertford-Great Amwell-St Margarets)
B1529(Bishop's Stortford).

- (c) the developing Footway Maintenance Hierarchy based on current and potential usage.

5.4 Highway Network

5.4.1 The Department for Transport has responsibility for the motorways and trunk roads in the regional highway network. The Roads Review published in July 1998, 'A New Deal for Trunk Roads', included within East Herts the A10(T) Wadesmill, High Cross, Colliers End bypass under the 'Safety and Healthy Communities' category.

5.4.2 The bypass scheme has been strongly supported by both County and District Councils for many years and was opened in October 2004.

5.4.3 The District Council will continue to press Hertfordshire County Council to optimise the potential of the previous A10 route for the provision of a cycle route, including speed reducing measures, which would enable safer passage away from the higher speed new road.

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5.4.4 The A10 Wadesmill, High Cross, Colliers End by-pass to the east of the previous A10 trunk road route was opened in October 2004. The District Council will continue to urge Hertfordshire County Council to make provision for a cycle route along the previous A10 route and to include speed reduction measures at Thundridge, Wadesmill, High Cross and Colliers End to improve safety and reintroduce village character in these locations.

5.5 Local Transport Plan

5.5.1 Transport proposals for Hertfordshire are set out in the County Council's Local Transport Plan document that has been developed in partnership with the District Councils. It covers a five-year programme of schemes, promoted by the County Council as highway authority and where possible also includes schemes promoted by other organisations e.g. motorways, trunk roads, and rail schemes. In addition to road based schemes the Plan ties into rail and waterway programmes and provides links with wider policy issues such as health, education, social inclusion, and community safety strategies. The Local Transport Plan will be reviewed every five years from July 2000 onwards.

5.5.2 Area Plans have been developed within the Local Transport Plan for groups of inter-related towns and their close surrounding area, which require significant investment to deliver a local integrated and sustainable transport system. East Hertfordshire has four Area Plans within its boundaries with two Plans of significant effect for the District. The Eastern Hertfordshire Area Plan covers Bishop's Stortford and Sawbridgeworth and is wholly based in East Herts. The Lea Valley Area Plan (based on the previous Lea Valley Package Area) covers Hertford, Ware, Great Amwell, and Stanstead Abbots in East Herts. Those areas not covered by specific Area Plans are to be included under separate countywide programmes.

5.5.3 The District Council is supportive of the initiatives relevant to East Hertfordshire contained in the Local Transport Plan and will continue to work in partnership with Hertfordshire County Council, other public bodies, commercial organisations and voluntary sector groups to realise its proposals. The implementation of appropriate policies in this Plan will contribute via

the development process towards the provision of schemes within the Local Transport Plan. This will aid the achievement of a safe, efficient and affordable transport system that allows access for all to everyday facilities whilst reducing dependency on, and promoting alternatives to, private motorised transport.

5.5.4 Although the Local Transport Plan is based on reducing car dependency and promoting alternatives to the car, such as passenger transport, there are some areas that have been identified where major road improvement schemes are still considered necessary by the County Council (in addition to other non-major schemes). These are primarily in response to key environmental, or public health and safety objectives. Highways schemes proposed by Hertfordshire County Council for East Hertfordshire include:

Capital Schemes Reserve List:

Primary Route Network Category (no priority order):

- A120 Little Hadham (safety and environmental conditions)
- A120 Standon (safety and environmental conditions)
- A120 Bishop's Stortford Existing Bypass (safety)
- A602 Bragbury End to Watton Existing Bypass (safety)
- A602 Watton Existing Bypass to Tonwell Existing Bypass (safety)
- A602 Tonwell Existing Bypass to A10, Ware (safety).

5.5.5 The District Council also supports these schemes. However, new road construction will only be supported where the design ensures that traffic flows are smoother, safer and less polluting than current circumstances. In respect of the District Council's support for a north-south bypass for Sawbridgeworth see Section 14.10.

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5.6 Stansted Airport

5.6.1 Whilst located in Essex, Stansted Airport has a considerable impact on East Hertfordshire. Stansted Airport handles around 20.5 million passengers per annum (source: BAA Stansted website, April 2005) and a significant amount of the traffic related to the airport will have travelled through East Hertfordshire by a variety of modes. Further planned growth of the airport beyond its current permitted level of 25 million passengers per annum (mppa), will, if permitted, in due course add to the pressure on the transport system from both passengers and employees.

5.6.2 The environmental problems that airports can bring are acknowledged by a coalition consisting of East Herts Council and Hertfordshire and Essex County Councils. The coalition, whilst accepting in principle, maximum use of the existing runway (up to 40 million passengers per annum), remains opposed to further runways at the airport. Improvements in the daytime noise footprint of the airport, to reduce its overall impact, (working primarily through the Airport Consultative Committee), and the cessation of night flying will continue to be sought. The District Council will also continue to work with BAA through the airport's transport strategy, which was revised in 2004, and other stakeholders, including the Stansted Area Transport Forum, to maximise the use of sustainable transport modes for travel to and from the airport by passengers and staff.

5.7 Traffic Reduction and New Development

5.7.1 Road traffic has major environmental impacts - including vehicle emissions, increasing road danger, increasing car dependency, adverse impacts on health and community and intrusive effect on the local environment. Car ownership in Hertfordshire currently stands at 0.558 vehicles per head, the fourth highest level in Britain, after Wiltshire, Berkshire and Buckinghamshire (source: Transport Statistics: DfT, Transport Statistics Bulletin Vehicle Licensing Statistics: 2002). It is clearly unsustainable to continue to cater for the unrestrained use of the car. Therefore, in furthering the aims of the Structure Plan, the District Council intends that Local Plan policies should be aimed at a reduction in the use of cars,

especially in towns and at peak times, and improving the quality of the environment. Alternative means of transport need to be made more attractive in order to encourage car owners to use alternative means of transport to the car.

5.7.2 Whilst many strategic decisions on the use and management of the road network and control of passenger transport lie beyond the District Council's remit, the authority is, nevertheless, able to partly influence future travel patterns through decisions made in the development process. Traffic reduction and the promotion of alternative modes of transport are key elements of this strategy. The July 1998 White Paper states that the Government's "overall approach to planning is aimed at containing the dispersal of development so reducing the need to travel and improving access to jobs, leisure and services" and removing social exclusion. The District Council supports this view.

5.7.3 The Council seeks to embody these principles within the Local Plan, for example, the Housing Provision Strategy, which incorporates the main source of development in the District for the Plan period (see Chapter 3 (Housing), Section 3.2, accords with this by directing new dwellings mainly to existing larger settlements). However, it is considered that further measures beyond the location of development need to be incorporated in the Plan to be more effective in traffic reduction. It is important that the necessary transport infrastructure is in place, to enable choices to be made that do not leave the private motor vehicle as the only realistic method of travel, especially in urban areas. This will involve ensuring that alternative transport measures are fully taken into account at the outset of the development process, and encouraging greater connectivity for non-car travel through and between developments. It is acknowledged that opportunities for the implementation of traffic reduction measures in the urban context will be more prevalent than in rural areas. Consequently, in rural locations the application of the following policy will be determined on a site-specific basis, taking into account locational factors and the ability to realistically contribute to the provision of choice of travel mode.

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TR1 Traffic Reduction in New Developments

Developments generating additional traffic will be required to incorporate measures, commensurate with the scale of additional traffic generated, to ensure that alternative transport options to the private motor vehicle are available to the users of the site. Such measures may include:

- (a) the extension and improvement of pedestrian links;
- (b) cycle paths and facilities;
- (c) improvements to the passenger transport network which should include bus and/or rail facilities, either directly to the site or in close proximity to it (i.e. within 400 metres maximum walk distance), and may involve an extension to existing infrastructure (e.g. additional cycle paths, bus shelters) and/or enhancements to the existing bus network;
- (d) the provision of moorings alongside navigable waterways (as appropriate);

to be achieved via the imposition of conditions and the use of planning obligations (or as subsequently revised) as appropriate to the individual characteristics of the site.

5.8 Access to New Developments

5.8.1 The County Council (and its agents), as transport authority has responsibility with the District Council for the approval of roads in new developments which are provided by private developers. National guidance (such as Design Bulletin 32) and advice produced by Hertfordshire County Council, including 'Roads in Hertfordshire - Design Guide', 2001 are currently used to assess proposals. The following policy will apply to ensure that roads are built to a safe and adoptable standard.

TR2 Access to New Developments

Highway proposals in association with new development will be assessed against the standards set out in Hertfordshire County Council's

Roads in Hertfordshire - Design Guide, 2001 (or as subsequently superseded, by the local highway authority).

5.9 Transport Assessments

5.9.1 Developments that are likely to generate significant movement and travel demand need comprehensive assessment to gauge the likely impact on the transport network. Transport Assessments (which replace Traffic Impact Assessments) will be required to be submitted with any applications that are likely to have significant transport implications. These should demonstrate the journey patterns the development would generate for different modes of travel and the ability of the existing infrastructure and services to accommodate this demand in conjunction with proposals to ameliorate those impacts and achieve modal shift to more sustainable transport modes. Reference should also be made to Section 5.10 concerning Travel Plans.

5.9.2 Hertfordshire County Council has produced guidance on the preparation of Transport Assessments within its 'Roads in Hertfordshire - Design Guide', 2001. However, since the publication of that document, the development thresholds for which Transport Assessments will be required to be submitted have been amended by the County Council to:

- (a) Residential: 100 dwellings or more;
- (b) Offices: 2,500 gross floor area or more;
- (c) Industrial: 5,000 sqm gross floor area or more;
- (d) Warehousing: 10,000 sqm gross floor area or more;
- (e) Retail developments: 1,000 sqm gross floor area or more;
- (f) Leisure: 1,000 sqm gross floor area or more;
- (g) Stadium: 1,500 seats;
- (h) Other proposals with significant traffic generation: 100 (two-way) Peak Hour movements.

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TR3 Transport Assessments

Developments that are likely to generate significant movement and travel demand will require the submission of a Transport Assessment to accompany the planning application, which should meet the criteria contained in Hertfordshire County Council's Roads in Hertfordshire - Design Guide, 2001 (or as subsequently superseded, by the local highway authority).

5.10 Travel Plans

5.10.1 In conjunction with the above strategy related to traffic reduction, and County Structure Plan Policy 25, the District Council will expect a 'travel plan' (also known as a green commuter or green transport plan) to be submitted as part of a transport assessment with all planning applications that are likely to have significant transport implications. Information for applicants submitting a travel plan is available in the document 'Developing a Green Travel Plan, A Guidance Note', published by Hertfordshire Technical Chief Officers Association, March 2001, available from Hertfordshire County Council.

TR4 Travel Plans

(I) The District Council, in consultation with the local highway authority, will require, in order to aid the reduction in the generation of motor vehicle trips, the submission of a satisfactory 'travel plan' to accompany planning applications in the following circumstances:

- (a) for all major* developments that comprise any of the following: jobs, shopping, leisure, education (other than schools) and services;
- (b) for smaller developments that comprise any of the following: jobs, shopping, leisure, education (other than schools) and services which would generate significant amounts of travel in locations where there are initiatives or targets contained elsewhere in the Plan or Local Transport Plan for the reduction of

road traffic, or the promotion of passenger transport, walking and cycling - especially offices, industry, health and education uses;

- (c) for proposals where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.
- (II) For proposals for new or expanded school facilities, a school travel plan should be provided, which promotes safe cycle and walking routes, restricts parking and car access at and around schools and includes, inter alia, on-site changing and cycle storage facilities.
- (III) Applicants will be expected to enter into a planning obligation/legal agreement (or as subsequently revised) to ensure that the proposals of the travel plan:
- (a) are fully implemented;
 - (b) where feasible last in perpetuity; and
 - (c) fund the monitoring of the modal shift and other benefits achieved by implementing the travel plan.

* For clarification: the term 'major' is used by the Government in PPG13 and sets out thresholds of what kinds of development constitute 'major' development (in Annex D). These thresholds, or as subsequently amended, will be taken by the District Council as the circumstances whereby Policy TR4 will apply.

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5.11 Parking

5.11.1 The amount of car parking provision at the end of a journey can have a big influence on the method of travel used to complete the journey. A large-scale modal shift away from the car is to be strongly encouraged, as the use of these vehicles has many negative environmental impacts. There are recognised constraints in implementation within East Hertfordshire, given that the rural hinterland of the District is poorly provided for in terms of passenger transport, and access to the market towns is required in order to meet the needs of modern life. However, every effort must be made to help engender change. In some cases, especially in the rural context, incentives may need to be put in place before restrictions to make the shift to alternative transport modes possible.

5.11.2 Continuing to attempt to cater for the unrestrained use of the car, especially in the urban environment, is not considered to be an option in the new policy agenda aimed at integration, sustainability and improving the environment. It is therefore intended that certain measures, including car-parking restraints, will be introduced in order to curb private motorised transport growth and engender change towards alternative transport facilities.

5.11.3 The town centres of Bishop's Stortford, Hertford, Sawbridgeworth, and Ware are relatively well served by rail and bus links, and there are long-stay public car parking facilities available for workers employed in the vicinity who need to travel from outside areas, particularly those not served by rail or bus links. As part of the strategy to manage car parks, long-stay car parks will be located on the periphery of town centres, with short-stay availability near the central core.

5.11.4 Reducing the amount of car parking provision for new non-residential development in these town centres, so that workers' cars are displaced not to on-street parking, but to either public car parks or alternative modes of travel, would have a significant effect. It would enable more development to take place on a given site, which could be more sustainable, if it led to a reduction in the amount of greenfield development required over the plan period. In

such cases where car-parking provision is reduced, contributions (or as subsequently revised) will be sought from developers to be used towards investment in schemes that promote non-car travel within the Local Transport Plan. Contributions (or as subsequently revised) will be specifically directed towards the improvement and enhancement of passenger transport, cycling and pedestrian facilities to make such modes more attractive. In some cases car-free developments may be acceptable. Contributions (or as subsequently revised) may also be required to ensure that developments do not have a detrimental effect on surrounding areas, e.g. by provision of residential parking schemes.

5.11.5 Bishop's Stortford, Sawbridgeworth, Hertford, Ware, Great Amwell, and Stanstead Abbots benefit from Local Transport Plan - Area Plan investment programmes, which involve initiatives that serve to achieve many of the above aims. These are also supported by earlier published Transportation Plans. Further guidance is also available in the Supplementary Planning Guidance to Policy 25 of Hertfordshire's County Structure Plan 'Car Parking at New Developments' for off street non public car parking and the Hertfordshire County Council published document 'Car Parking Management in Hertfordshire - Policies and Strategic Framework' for on street parking.

5.11.6 For residential development, the situation is not as straightforward as non-residential. It is considered important that residents are encouraged to adopt differing modes of transport in leading their everyday lives, such as journeys to work and school. However, it is acknowledged that cars are often considered essential for shopping, some leisure purposes and for those times when passenger transport is unavailable or perceived to be unsafe (e.g. at night and for older people, women, and ethnic minorities). In some other European countries, car ownership is higher than in this country; however, people choose to use their vehicles less and adopt alternative modes for many journeys.

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TR5 Dual Use of Private Car Parks

Where a private car park is proposed the Council will determine whether it should also be put to public use having particular regard to the needs of the primary user.

TR6 Car Parking - Strategy

The District Council will produce a Parking Strategy setting out a framework of guidance for the management of on and off street parking.

TR7 Car Parking - Standards

Car parking provision for new development proposals will be assessed in accordance with the District Council's car parking standards (which should be taken as maximum standards), including coach, cycle and powered two-wheeler provision, as set out at Appendix II. The actual provision made will be determined on a site-specific basis having regard to the proposed use, location, and availability of, or potential for access to, modes of transport other than the private car in accordance with the Council's SPD 'Vehicle Parking Provision at New Development'.

5.11.7 In forwarding the aims of encouraging alternative modes of transport to the private car, the Council will seek reduced car parking provision, where there is good access to alternative modes of transport in accordance with the Council's SPD 'Vehicle Parking Provision at New Development'. The SPD is mainly based on County, regional and national policy on parking standards and developer contributions, informed by the local context. However, the Council is particularly concerned that any reduction in car parking provision should not lead to displacement parking elsewhere and will, therefore, seek measures to ensure that this does not occur.

5.11.8 Additionally, for all development that generates a need for new parking spaces, such provision will be coupled with a contribution to be used in the travel catchment of the development to improve passenger transport facilities, and other modes of transport which are more sustainable than the private car. In such circumstances Policy TR8 will apply.

TR8 Car Parking - Accessibility Contributions

Using a formulaic approach, accessibility contributions, based directly on the number of on-site car parking spaces provided, will be applied to all new developments that generate a need for new parking provision. Such contributions will be used towards investment in schemes within the Local Transport Plan to improve passenger transport, cycling and pedestrian facilities in the travel catchment of the development. The District Council may also require measures to be implemented to ensure the protection of existing residential areas and traffic routes from displacement parking.

5.11.9 Lorry parking can cause problems, particularly overnight and at weekends. Where lorry parking, especially involving heavy goods vehicles, occurs in residential areas this can be environmentally intrusive and potentially prejudicial to road safety. The Council has supported the provision of lorry parks within the District in the past, but recognises that there may be need for further provision.

5.11.10 The District Council will assist within the limits of its powers and resources with the establishment and provision of adequate facilities for the parking and servicing of lorries and rest and refreshment for drivers, relating to the lorry routes, where there is a genuine lack of facilities to meet essential needs. Such facilities will not be permitted in the countryside or where they would have a significant detrimental effect on the locality or the residential amenity of nearby properties. The District Council will discourage the penetration of movement and on-street parking within the District's towns and villages, of all non-essential vehicular traffic, in particular parked lorries, vans and other commercial vehicles within residential and other environmentally sensitive areas.

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5.12 Cycling

5.12.1 In the past, insufficient attention has been given to the needs of cyclists, to make this mode of transport safer and more attractive. The potential benefits of cycling over motorised transport, not only pertain to the cyclists themselves in terms of health and financial cost, but also to other people and the environment in general. This is because this form of travel is non-polluting, quiet, convivial, poses minimal danger to others, and thereby helps contribute towards a reduction in total vehicle emissions. Cycles also take up less road and destination space than cars.

5.12.2 However, the ideal outlined above will only be achieved if steps are taken to ensure that, not only are necessary safe cycle routes provided, but also that adequate facilities are supplied at both ends of a journey to make cycling a realistic proposition in relation to today's diverse lifestyles. Consequently not only does the deficiency in safe cycle route provision need addressing, but also the need to achieve adequate provision of related facilities for cycle users. Cycle routes can be dedicated solely for that purpose or shared use facilities. However, where routes are to be shared with pedestrians, arrangements must be made to ensure that conflict between the two user groups does not occur. Where routes are shared with motorised vehicles, traffic may require slowing and restraining. Where routes exclude motorised vehicles, effective deterrent methods should be employed to ensure that the potential for unauthorised access, nuisance and potential hazard for authorised users is avoided. Likewise, river corridors and their associated ecology should be protected from inappropriate development of cycle paths. Cycle paths should be located away from the top of banks of watercourses to maintain an adequate buffer zone. It should also be borne in mind that there are differing types of cyclists, e.g. commuting and leisure, whose needs may not necessarily be the same. The East of England Tourist Board's 'Cycling Tourism Strategy: England's Cycling Country' is supported as a measure aimed towards improving cycling in the leisure context.

5.12.3 In relation to route provision, the network will comprise not only dedicated cycle lanes, but also include the highway network which may be

modified as appropriate using traffic restraint, traffic calming and cycle specific facilities to enable safe and convenient access to all destinations. There are a number of existing proposals within East Herts that the District Council is keen to support in order to aid a local modal shift towards cycling.

TR9 Cycling - Cycle Routes

- (I) The provision of a large-scale, coherent, attractive, comfortable, safe, direct, useable and clearly signposted network of continuous cycle routes and traffic calmed areas (with surfaces that are well maintained and both suitable for cyclists and appropriate for the character of the local environment), throughout the District for commuting and leisure purposes will be strongly supported. Where possible these routes should link urban areas and, in particular, should be aimed at providing safer routes to schools, town and local centres, stations, employment areas, health centres and recreational facilities. Where feasible, priority should be given to cyclists and routes should be fully integrated with passenger transport to facilitate cycle use as part of longer journeys. The potential for the provision of lighting along cycle routes should be considered in association with Policy ENV23.
- (II) Specifically, but not exclusively, the following are supported:
- (a) the National Cycle Network;
 - (b) Cole Green Way;
 - (c) Sawbridgeworth to Bishop's Stortford;
 - (d) Local Transport Plan (and those routes specifically identified within the Bishop's Stortford Transportation Plan; Hertford Transportation Plan; and Ware Transportation Plan);
 - (e) links with strategic routes in adjoining Districts.

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5.12.4 It is not only considered important that new cycle routes be provided but also that existing routes are safeguarded to encourage cycling as a viable and safe alternative to the car.

TR10 Cycling - Protection of Cycle Routes

Account will be taken of the needs of cyclists whenever development would affect cycling routes. Development will only be permitted in such cases where the creation of suitable alternative or better facilities are achievable, at no significant inconvenience to cyclists, and would be provided at the expense of the developer. In order to maintain permeability for cyclists, the District Council will also seek to protect informal cycling routes.

5.12.5 Cyclists can use bridleways as of right under the Countryside Act 1968, and the cycle network can benefit enormously from their use. Where possible, opportunities should be taken to link up separate cycle and equestrian systems, to benefit both cyclists and horse riders. When the creation of a new route for cyclists is being contemplated, consideration will be given to whether it is appropriate to designate the route as a bridleway, so as to allow equestrian use as well. This may be particularly relevant in rural areas and for long distance cycle paths.

TR11 Cycle Routes - Dual Cycle and Equestrian Use

Where a new cycle route is proposed, consideration will be given to equestrian need, and whether it is appropriate to support designation of the route as a bridleway, in order to allow dual cycle and equestrian use.

5.12.6 In order to aid the promotion of a modal shift away from the car to cycling, it is important that when new developments are designed the access requirements of cyclists are fully taken into account. Where possible, measures should be introduced within the design of developments to make walking and cycling routes quicker than car routes for accessing both the development and local facilities.

TR12 Cycle Routes - New Developments

Where possible, the design of new developments will be required to include coherent, safe, convenient, direct, comfortable, attractive routes and facilities for cyclists and pedestrians. Where practicable opportunities exist or can be created, access routes into and through the site for cyclists and pedestrians should be formed separate from roads, particularly if this would create an advantage over motorised transport in the distance and time needed to travel to local facilities and services and/or improve the wider cycle network. Where appropriate, developer contributions (or as subsequently revised) will be expected to improve pedestrian and cycle routes associated with the use of the site.

5.12.7 While the provision of sufficient and adequate routes is important, people are more likely to use cycling as their preferred method of travel, where there are adequate facilities to safely secure bicycles and to freshen-up after a journey.

TR13 Cycling - Facilities Provision (Non-Residential)

Where non-residential developments are proposed, including employment generators, educational establishments, leisure and retail and business sites the provision of secure, covered, waterproof cycle storage and other facilities, such as employee showers, lockers and information and maintenance points will be required, as appropriate, which should be located near to the main entrance to buildings where possible.

TR14 Cycling - Facilities Provision (Residential)

Applications for new residential developments should, where appropriate, demonstrate provision of sufficient cycle storage facilities for occupants of new dwellings to enable cycle usage to become a realistic option to the use of private motorised transport. Such facilities should include

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appropriate secure, covered, waterproof storage facilities and be provided either within the curtilage of the dwelling or, for example, in the case of flats, within a communal area, provided that such facilities are easily observed and accessible.

5.13 Equestrian Routes

5.13.1 East Herts has a significant horse riding population and a fragmented bridleway network. New developments can encroach on the minor roads used by riders. In consideration of a sustainable and integrated transport system, the Council will seek to retain minor roads (and verges of busier roads) used by riders, or will require appropriate alternative facilities to be provided.

TR15 Protection of Equestrian Routes

The needs of horse riders will be taken into account, whenever development would affect routes used by riders, or where the creation of new paths along strategic routes would be jeopardised. Suitable replacement paths will be required when routes used by riders will no longer be suitable for continued use, as a result of other changes to the road network or new development.

5.14 Powered Two-Wheeled Vehicles

5.14.1 The use of mopeds, scooters and motorcycles is often either ignored or forgotten in the transport equation. This should not be the case for, as the White Paper points out, "where public transport is limited and walking unrealistic, for example in rural areas, motorcycling can provide an affordable alternative to the car, bring benefits to the individual and widen their employment opportunities".

5.14.2 The powered two-wheel vehicle can also be of benefit to the environment if it is used in preference to other motorised forms of transport, notably the car, as it uses less road space, less destination space and may have lower pollutant vehicle emissions. However, at the destination point there is often little regard paid to parking provision or facilities for this mode of transport. Where there are no specific parking bays for motorcycles, users will invariably park either in

bays intended for car use, which wastes land as the former requires considerably less space than the latter, or in an ad hoc manner, often in inappropriate locations.

TR16 Powered Two-Wheelers

Secure parking areas for powered two-wheeled vehicles and other facilities for their riders such as lockers, information and maintenance points (which may be shared facilities with cycle users) will be expected as part of applications for non-residential developments, including employment generators, educational establishments, leisure and larger retail and business sites.

5.15 Passenger Transport

5.15.1 Passenger transport, also known as public transport, is to be taken throughout this document to include methods of transport that are not always generally available to the public e.g. Dial-a-ride, community transport, minibuses and taxis. Passenger transport can be significantly more energy efficient than car travel and result in less congestion and potentially lower polluting emissions, especially when passenger transport vehicles are well occupied. Greater use of passenger transport would aid traffic reduction and help the quality of the environment.

5.15.2 East Herts benefits from train stations at Bayford, Bishop's Stortford, Hertford (North and East), St Margarets, Sawbridgeworth, Ware, and Watton-at-Stone, all of which provide regular services to London and other destinations. The line into Liverpool Street also enables connections to Stansted Airport to be made at Broxbourne. The planning obligations upon the Train Operator Company to provide more frequent and higher capacity trains to/from Stansted Airport should not in anyway effect the current level or the ability to enhance train services at Bishop's Stortford and Sawbridgeworth. The services on the branch line to Hertford East should likewise be maintained or enhanced. The improvement of the rail network, including station enhancements to provide better access and increased facilities, and the integration of other transport modes via interchanges is strongly supported. Hertfordshire County Council's document 'Hertfordshire's Rail

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Prospectus', July 2000, provides a vision for the future of the Railway network in the county. This document is due to be revised.

5.15.3 A network of bus routes that cover both urban and rural locations also serves the District and the Council supports the expansion of these services and improvement of their associated facilities. Hertfordshire County Council's Bus and Interlink Strategies contain specific initiatives aimed at improving services and usage.

5.15.4 The Passenger Transport Unit (PTU) at Hertfordshire County Council deals specifically with passenger transport provision in the District. Developers are encouraged to contact the PTU who are able to provide advice on passenger transport and can provide information on relevant publications including: The Bus and Intalink Strategies, The Rail Prospectus, Passenger Transport in New Developments (2000), and Quality Bus Infrastructure in Hertfordshire - a Design Guide (2004).

5.15.5 However, despite the existing level of provision, the District Council considers that only if both the perceived and actual level of services, including frequency, reliability, cost and comfort are improved (as detailed above) will a substantial modal shift from private motorised transport to passenger transport occur.

5.15.6 The District Council therefore aims to assist in the improvement of passenger transport provision and facilities where its remit permits.

5.15.7 In association with the initiatives contained in the Local Transport Plan, the improvement of passenger transport including new infrastructure, priority schemes, interchanges (including those between different modes of transport) and facilities will be supported and encouraged, subject to other policies within the Plan.

5.15.8 The District Council will work in conjunction with Hertfordshire County Council and service providers, where appropriate, to secure passenger transport improvements, including seeking developer contributions for such schemes.

5.15.9 Development that would damage the effectiveness or efficiency of passenger transport in the District will be discouraged.

5.16 Pedestrian Environments

5.16.1 Walking is a healthy activity without the serious consequences for the environment associated with motorised transport. For some people, walking is the only means of transport. However, pedestrians (which throughout this Plan include disabled people and those with prams/pushchairs) can feel ignored in the transport debate and development in the past has often tended to impede, rather than promote, the facilitation of walking and easy access for modes other than the car. In our towns, road conditions and vehicle emissions can make journeys by foot, wheelchair or pram/pushchair, an inconvenient and potentially dangerous form of travel. It is not only the fact that roads can be dangerous, but also the perception of danger, that can dissuade people from choosing a more environmentally friendly way to travel.

5.16.2 If walking is to become a more attractive option and account for a greater modal share, action must be taken to give pedestrians (including disabled people and those with prams/pushchairs) safe and convenient conditions that will make them feel comfortable in their surroundings and engender change. In general, it should be ensured that situations are avoided where pedestrians share the same areas as other forms of transport. Much has already been achieved in the towns of Bishop's Stortford, Buntingford, Hertford, and Ware; however, there is scope for greater improvement, especially in the areas outside of the central core of the towns.

5.16.3 In rural areas it is important that pedestrian facilities are maintained, including the preservation of off-road routes. The District Council therefore supports the concept of the Parish Paths Partnership Scheme, a joint arrangement between the County Council (as Highways Authority) and Parish Councils. The scheme enables the maintenance and enhancement of public rights of way by Parish Councils and allows for the development of a

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footpath network that is based on local needs and priorities. The Parish Paths Partnership initiative is administered in East Herts by the Countryside Management Service.

5.17 Traffic Calming

5.17.1 Traffic calming has become more prominent over recent years as a key feature in the reduction of vehicle speeds, deterring unnecessary vehicle trips and improving conditions of safety, health and convenience for pedestrians. The District Council continues to support these features of highway safety and management, subject to environmental and aesthetic considerations.

TR17 Traffic Calming

- (I) The application of traffic calming measures is supported in principle, both in the design and construction of new highways and by application to existing roads, in the interests of improved highway safety for pedestrians and cyclists as well as vehicles.
- (II) Traffic calming measures which by reason of their design, use of materials, choice and size of signage would significantly detract from the appearance and amenities of the area or fail to recognise the operational needs of passenger transport and emergency service vehicles and cyclists will not be supported.
- (III) The District Council will adhere to the provisions of Policy BH7 (Street Furniture and Traffic Calming in Conservation Areas) in the implementation of its own schemes for traffic calming and as a consultee or participant in schemes proposed or funded by other agencies.

5.17.2 Further guidance is available in the Historic Building and Conservation Areas Guidance Note entitled 'Hard Landscaping in Historic Areas' published by, and available from, the District Council's Development Control Service.

5.18 Home Zones

5.18.1 Home Zones consist of a street or groups of streets designed primarily to meet the interests of pedestrians and cyclists before vehicular traffic. Within Home Zones, speed restrictions and traffic calming measures may be used to create a safer, healthier environment for pedestrians and cyclists, especially children. Home Zones may either be introduced when the area is first constructed or applied to an existing residential area. The implementation of Home Zones primarily rests with Hertfordshire County Council as Highway Authority as part of the LTP, with the involvement of the local community from the outset. The District Council is supportive of the concept, provided that the scheme is of good quality design and not incompatible with the local character of the area. The Campfield Road estate, Hertford was the first Home Zone completed in the District (via Hertfordshire County Council's implementation of a scheme within the Lea Valley Area Plan) and involved traffic calming features, lighting, play area provision and new street furniture.

TR18 Home Zones

The implementation of Home Zones, involving appropriate speed limits and traffic calming measures to ensure priority is given to the use of residential streets for the benefit of pedestrians, cyclists and local residents, will be supported provided that they are of good quality design and consistent with and/or enhance the character, landscape, and residential amenity of the area.

5.19 Towns and Villages

5.19.1 Apart from district-wide policies affecting transportation issues, there are occasions where specific settlements with unique characteristics are the subject of individual transport proposals, which may include such issues as relief roads, pedestrian priority schemes, car parking and other environmental and highway improvements.

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TR19 Towns and Villages

The District Council will continue to support and co-operate with Hertfordshire County Council in the development and implementation of its programme of traffic management, reduction and calming measures, subject to their meeting other relevant policies in this plan. The primary objectives will be to:

- (a) improve conditions for pedestrians;
- (b) carry out traffic management and highway improvements;
- (c) ensure the effective access of bus and service vehicles;
- (d) encourage rail/bus interchanges;
- (e) facilitate cycle routes and cycle parking/storage provision (in accordance with Policies TR9, TR10, TR11, TR12, TR13 and TR14).

5.20 Rural Transport

5.20.1 Traditional passenger transport has declined in rural areas over many years and East Hertfordshire is no exception, from the closure of the Buntingford railway line as part of the 1960's Beeching rail cuts, to the more recent decline in rural bus services.

5.20.2 Many forms of passenger transport serve rural residents in East Hertfordshire, from local bus services to Dial-a-Rides, to school transport services and community transport services including voluntary sector provisions. However, these services are infrequent or inadequate even for the everyday needs of the non-car driver. Only a few villages have access to a railway station. The overall result of these circumstances is an overwhelming dependence by rural dwellers on the car. The increasing centralisation of services and the growth of out of town shopping have exacerbated the situation, making life increasingly difficult for those who do not have access to a car.

5.20.3 Traffic management is also an issue of growing importance in many rural areas. Rural residents, for example, have identified speeding traffic, as a major concern.

5.20.4 The Rural Transport Strategy for Hertfordshire is under continual review by the County Council through a variety of services and projects, often in conjunction with the Countryside Agency. The Hertfordshire Rural Transport Partnership (administered by the Community Development Agency) and the Hertfordshire Integrated Transport Partnership also carry out invaluable work locally in East Hertfordshire and the role of the voluntary sector has become increasingly important in providing access to essential services.

5.20.5 Hertfordshire's Local Transport Plan 2001/02 - 2005/06 describes how rural transport issues will be addressed through initiatives such as:

- The implementation of a Rural Speed Limit Strategy: in October 1999 the County Council adopted a new 30mph speed limit for all villages with ten houses or more.
- The promotion of sustainable development: by seeking to minimise the impact of traffic and particularly heavy goods traffic in rural areas.
- Enhancing rural passenger transport: through initiatives such as car-sharing, Dial-a-Ride, community transport, day centre transport including more extensive use of school buses as part of the safer route to school programme.
- Developing sustainable off-road routes for travel and linking to other passenger transport services: including the promotion of the extensive Rights of Way network in the County and the development of Greenways and Quiet Roads.

Further information on these and other initiatives can be found in the Local Transport Plan.

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5.20.6 Various funding opportunities are available in Hertfordshire and include:

- Rural Bus Subsidy Grants
- Rural Bus Challenge
- Hertfordshire's Rural Transport Partnership
- Parish Partnerships (Parish Transport Grant Scheme).

5.20.7 The District Council will continue in partnership with the County Council, Parish Councils, the voluntary sector and other organisations, to look for opportunities to further enhance the passenger transport service in the rural areas. The District Council will also seek, wherever possible, to ensure that new development is located where passenger transport is available or can readily be provided.

5.21 Development Generating Traffic on Rural Roads

5.21.1 The nature of local rural roads within the District generally mean that traffic generated by new developments in rural areas can have a detrimental effect and cause problems in the vicinity. Even where the amount of additional traffic generated is small, the nature of local rural roads will generally mean that any development will be considered to be detrimental to highway conditions on such roads, especially where new or existing traffic includes heavy goods vehicles.

5.21.2 The District Council is therefore keen to ensure that the potential impact of development involving rural roads is assessed and, where appropriate, measures taken to ameliorate highway and environmental difficulties. The considerations listed in Policy TR20 below will also apply to recreational developments that could attract large numbers of visitors, even if this is only on one or two occasions per year. They will also apply to proposals that involve an expansion of developments that have already received permission.

TR20 Development Generating Traffic on Rural Roads

- (I) In assessing development proposals that are expected to give rise to a significant change in the amount or type of traffic on local rural roads, development will not be permitted where:
- (a) the road is poor in terms of width and alignment and construction;
 - (b) increased traffic would have a significant adverse effect on the local environment, either to the rural character of the road or residential properties along it.

However, development on rural roads will not be precluded where the applicant is able to mitigate the impact of the development via suitable highway improvements, sustainable transport accessibility, and financial contributions to the satisfaction of the Highway Authority.

- (II) For all developments considered acceptable in highways terms, financial contributions from developers will be sought for road and/or junction improvements or measures to assist passenger transport, cyclists and pedestrians where these are necessitated by the proposed development and are reasonably related to it in scale.

5.22 Freight

5.22.1 The majority of the freight carried through East Hertfordshire is transported by road, despite the fact that the District is well served by modernised, electrified railways. The negative implications of road freight are manifold and include pollution, noise, vibration, accidents, and demands on road space. PPG13 supports the protection of existing and potential freight sites and routes allowing road to rail transfer or for water transport and further, advises that "authorities should ensure that disused transport sites and routes are not unnecessarily severed by new developments or transport infrastructure".

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5.22.2 It is recognised that the opportunities to divert freight from road to alternative means, such as rail or water, are likely to be limited, because of the rural nature of the District and existing infrastructure constraints. However, it is nevertheless considered appropriate to offer support to alternative transport and seek protection for existing facilities, particularly alongside or near to existing railway lines or navigable waterways.

TR21 Freight

The District Council will seek to:

- (a) promote the development of non-road freight transport facilities provided that there would not be a significant adverse effect on the local environment and natural resources;
- (b) protect existing operationally and technically viable, well located, transport facilities which enable the non-road transport of freight where there is no significant adverse effect on the local environment and natural resources.

5.22.3 To enable the facilitation of non-road freight transport via rail or water, Freight Facilities Grants are available under the provisions of Section 272 of the Transport Act 2000. Grants for rail are administered by the Strategic Rail Authority, and for water by the Department for Transport. (N.B. The administration of grants for rail is likely to be transferred to the Department for Transport after the Strategic Rail Authority has been wound up).

5.23 Surplus Transport Sites

5.23.1 Occasionally, sites that have previously been in transport or transport-related use (such as rail sidings and disused railway lines) have become surplus to operational use. The 1998 White Paper states (pp4.165) that "Development plans should give better protection to those sites and routes (both existing and potential) which could be critical in developing infrastructure to widen transport choices" and that "alternative uses related to sustainable transport should be

considered first for sites now surplus to transport requirements". PPG13 (pp45) re-emphasises the Government's commitment to the consideration of "uses related to sustainable transport first, before other uses".

TR22 Surplus Transport Sites

In the event that transport or transport-related sites or routes become surplus to operational use, proposals for development for alternative uses will not be permitted, unless it can be demonstrated that the site can not be exploited for the benefit of uses related to sustainable transport (i.e. to promote means of transport other than the private motor vehicle, such as passenger transport, cycling and walking).

5.24 Fuel Filling Stations

5.24.1 While fuel filling stations are necessary to facilitate motor-driven transport, the District Council is particularly concerned about their effects on the attractiveness of the countryside, villages and towns and the disturbance that can be caused to the occupiers of adjoining properties. Additionally there are considerations of road safety, flow of traffic and environmental impact that need to be taken into account.

5.24.2 Applications for new fuel filling stations should be accompanied by a statement of the existing provision and an assessment of need for fuel in the area.

5.24.3 Regard will be paid to the detailed design and layout of all facilities at the station, particularly when the proposal is within a conservation area or in the countryside. All applications will be required to show where ancillary functions such as car washes, tyre gauges/air hoses, etc are to be located in order to ensure that they are compatible with the layout, design and landscaping of the site.

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TR23 Fuel Filling Stations

- (I) Applications for fuel filling stations will not be permitted in the countryside, unless there is a genuine lack of facilities to meet essential needs.
- (II) Applications to locate a fuel filling station at the entrance to a village will not be permitted, unless a need can be demonstrated, and then only if it is carefully designed to complement the village setting.
- (III) Where a fuel filling station adjoins or is located in close proximity to residential properties, where necessary the hours of opening and level of illumination will be limited, in order to protect residents from undue noise and disturbance. Similarly, the siting of and operating times of noise generating ancillary activities, such as car washes, will also be controlled to reflect the amenity of adjacent properties.
- (IV) The display of advertisements at all fuel filling stations will be strictly controlled. Signs should complement the site and surroundings and not be unduly intrusive by reason of: number, size, type, choice of materials, or intensity and type of illumination, and in Conservation Areas, be in accordance with Policy BH15.
- (V) Where the erection of a new fuel filling station is considered to be acceptable, provision should be made for the potential sale of at least one or more environmentally friendly type of fuel, (e.g. Liquefied Petroleum Gas or Compressed Natural Gas), in addition to petrol and diesel, by entering into planning obligations/legal agreements (or as subsequently revised).
- (VI) Proposals for the sale of goods or services other than those ancillary to the filling station, will not be permitted unless a clear need can be demonstrated. Where a shop is permitted, in either an urban or rural context, adequate car parking provision must be demonstrated.