

## 8. Enabling Convenient Access between Homes, Jobs and Facilities

- 9.1 Good communication links and well connected settlements underpin economic prosperity and social well being. The location of development is a critical aspect of accessibility and in delivering sustainable development, creating sustainable communities and tackling climate change. Employment and housing growth, and other development over the plan period therefore need to be brought forward in sustainable and accessible locations, and links to key destinations strengthened.
- 9.2 The private car provides personal mobility and will remain a central method of travel. It therefore needs to be planned for. Complete freedom to use the car would have significant costs to the environment (e.g. from congestion and rat-running, from the effects of carbon emissions and from a deterioration in air quality). Measures to reduce pollution and promote cleaner fuels (e.g. electric cars) should be encouraged, although the need to travel by car must also be reduced.
- 9.3 National policy is no longer aimed at catering for the unrestrained growth of road traffic. Travel demand needs to be managed in a way that is more sustainable and delivers carbon reductions. This approach includes:
- reducing the need to travel (by both car and non-car mode);
  - managing existing road capacity;
  - carefully locating development so that it is accessible to all users;
  - managing public parking, both on street and off the street;
  - controlling and managing new car parking spaces;
  - encouraging fewer car journeys;
  - promoting non-car travel; and
  - implementing Green Travel Plans.
- 9.4 A clear road hierarchy must be established that recognises appropriate levels of through movement and local access. The road hierarchy is shown on the Proposals Map and is divided into:
- main hierarchy (strategic/primary roads, main roads, and secondary distributor roads); and
  - local hierarchy (local distributor, local transition, local collector and local spur roads).
- 9.5 The East Hemel Hempstead Area Action Plan is specifically looking at improving the road hierarchy in and around the Maylands Business Park.
- 9.6 Realistic opportunities for travellers to make more sustainable transport choices such as walking, cycling or using passenger transport will be promoted. New development will be guided to more accessible locations that are well connected to a range of uses and integrated with other travel modes. This will help promote social inclusion, minimise the need to travel, reduce car dependency and enable us to adopt healthier and more environmentally friendly travel choices.

- 9.7 All major new development proposals will be subject to a transport assessment, covering the relevant parts of the highway network and transport infrastructure. Proposals should provide for necessary road works and a package of sustainable transport measures to reduce reliance on the private car, including a comprehensive travel plan.
- 9.8 The impact of any development, either alone or cumulatively with other proposals, must be addressed through:
- providing new and improving existing pedestrian and cycle routes;
  - contributions towards strategic transport improvements;
  - implementing local highway works;
  - managing car parking provision according to location and use;
  - minimising private car parking through the availability of car clubs and pool cars; or
  - developing car free developments in the borough's most accessible locations.
- 9.9 The right infrastructure needs to be properly planned for locally over the plan period so that it is in place to meet the transport needs of those that travel within the borough. Physical measures can also be complemented by other initiatives (known as Smarter Choices). They can help influence people's travel behaviour through increasing awareness and information, and in offering incentives as an alternative to using the car.
- 9.10 There are many bodies that have responsibility for delivering transport improvements and investment across the borough (see Table 3). Therefore, new development and infrastructure will need to be co-ordinated with a number of organisations.

**Table 3: Transport Responsibilities**

<b>Organisation</b>	<b>Responsibility</b>
<b>County Council</b>	Local highway authority and responsibility for countywide and local transport policies, plans, and programmes.
<b>Highways Agency</b>	Managing, maintaining and improving motorways and trunk roads.
<b>Network Rail</b>	Maintaining and renewing rail infrastructure and train planning and signalling.
<b>Canal and River Trust</b>	Maintaining and developing the Grand Union Canal, its public towpaths and waterway access points.
<b>London Luton Airport Operations Limited</b>	Managing airport operations, facilities, and infrastructure. The borough liaises over airport issues through the London Luton Airport Consultative Committee (LLACC).
<b>Bus and rail service providers</b>	Running and managing bus and rail services.

- 9.11 The Local Transport Plan is the delivery vehicle for transport improvements in the county. It has a number of priorities covering tackling congestion, accessibility planning, providing safer roads, and improving air quality and quality of life for residents. The West Hertfordshire Area Transport Plan and the Urban Transport Plans for the towns will provide a more detailed local focus to the LTP. The Core Strategy seeks to complement and deliver the priorities, plans and programmes of the LTP and related strategies.

#### **POLICY CS8: Sustainable Transport**

**All new development will contribute to a well connected and accessible transport system whose principles are to:**

- (a) give priority to the needs of other road and passenger transport users over the private car in the following order:**
  - pedestrians
  - cyclists
  - passenger transport (buses, trains and taxis)
  - powered two wheeled vehicles
  - other motor vehicles;
- (b) ensure good access for people with disabilities;**
- (c) ensure passenger transport is integrated with movement on roads, footways and cycleways;**
- (d) create safer and continuous footpath and cycle networks, particularly in the towns;**
- (e) maintain and extend the rural rights of way network;**
- (f) improve road safety and air quality;**
- (g) strengthen links to and between key facilities (bus and railway stations, hospitals, main employers and town centres); and**
- (h) provide sufficient, safe and convenient parking based on car parking standards\* : the application of those standards will take account of the accessibility of the location, promoting economic development and regeneration, supporting shopping areas, safeguarding residential amenity and ensuring highway safety.**

**Development proposals will also contribute to the implementation of the strategies and priorities set out in the Local Transport Plan and local Urban Transport Plans.**

**Footnote: \* The Council's car parking standards are available in a separate document.**

**POLICY CS9: Management of Roads**

All new development will be directed to the appropriate category of road in the road hierarchy based on its scale, traffic generation, safety impact, and environmental effect.

The traffic generated from new development must be compatible with the location, design and capacity of the current and future operation of the road hierarchy, taking into account any planned improvements and cumulative effects of incremental developments.

Improvements to the network and all traffic management measures will be designed to channel long distance through traffic onto the motorway and primary roads (i.e. M1, M25, A5 and A41).

In Hemel Hempstead road improvements will focus on relieving congestion in and around the Maylands Business Park, including the delivery of a new north-eastern relief route, and improving the capacity and safety of the Plough Roundabout. Elsewhere, small-scale improvements will be undertaken to tackle local environmental and safety problems.

Other new road capacity will only be justified for local environmental, air quality (including any declared Air Quality Management Areas), safety reasons, or for accommodating local access requirements.

Local road space will be shared and designed to allow the safe movement of all users.

In villages and the countryside, special regard will be paid to the effect of new development and traffic on the safety and environmental character of country lanes.

**Monitoring:**

<b>Indicator(s)</b>	<b>Target(s)</b>
Proportion of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and convenience shops	-
Proportion of completed new-build non-residential development (Use Classes A and B) complying with parking standards	-
Proportion of completed residential development complying with car parking standards	-
Submission of Travel Plans	100% of all qualifying schemes to provide Travel Plans Assessment.

**Delivery will be achieved by:**

- transport proposals in the Site Allocations DPD and East Hemel Hempstead Area Action Plan;
- the Development Management DPD and the application of car parking standards;
- implementation of the Local Transport Plan and associated action plans and strategies;
- implementation of site and area-based travel plans;
- implementation of measures in Urban Transport Plans;
- partnership working with Hertfordshire County Council, the Highways Agency, Network Rail, bus and train operators, the voluntary sector, developers and the London Luton Airport Consultative Committee;
- supporting the Chilterns Conservation Board's 'Environmental Guidelines for the Management of Highways in the Chilterns'; and
- Implementation and monitoring of the Infrastructure Delivery Plan (IDP).

