

Essential Reference Paper 'C'



Sustainable Transport Review

To: Council Members

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Executive Summary

This report aims to inform decision-making around sustainable development, by:

- Clarifying the range of activities appertaining to sustainable transport;
- Presenting a review investigating the effectiveness of Community Transport services in the district, benefits to local communities, and value for money to both East Herts District Council (EHDC) and service users.

The report draws on academic research, policy papers and reports, reviews and consultations from central government and other local authorities, analysis of quantitative and qualitative data provided by CT operators for East Herts and other stakeholders.

1. Overview: Sustainable Transport

The *Mainstreaming Sustainable Development, 2011* strategy defines sustainability as:

“Stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same.” (2011: 2)

The Department for Transport sets out its vision for sustainable transport in 5 goals, as a means to achieving long-term benefits to economic, social and environmental wellbeing.

To support national economic competitiveness and growth, by delivering reliable and efficient transport networks

To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change

To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health

To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;

To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment

The 3 dimensions of sustainability:

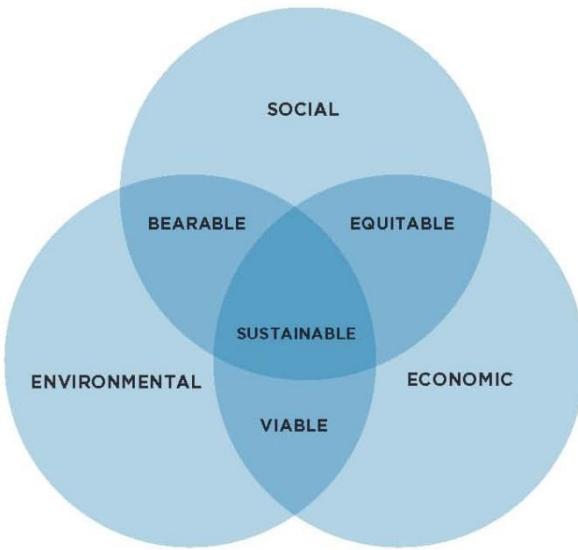


Table 1. Overview of challenges to sustainability

Economic	Social	Environmental
Affordability Resource efficiency Cost internalization Trade and business activity Employment Productivity Tax burden	Equity Human health Education Community Quality of life Public Participation	Pollution prevention Climate protection Biodiversity Precautionary action Avoidance of irreversibility Habitat preservation Aesthetics

Table 2. Impacts of current mainstream transport on sustainability

Economic	Social	Environmental
Traffic congestion Mobility barriers Crash damages Transportation facility costs Consumer transportation costs Depletion of non-renewable resources	Inequity of impacts Mobility disadvantaged Human health impacts Community cohesion Community livability Aesthetics	Air pollution Climate change Habitat loss Water pollution Hydrologic impacts Noise pollution

Table 3. Impacts of current transport systems on sustainability in East Herts

Economic	Social	Environmental
<p>Traffic congestion</p> <p>EH has one of the highest ratios of vehicles/households in the county: 87.23% (vs. 83.07% for Hertfordshire, 74.2% for England).</p> <p>Majority of people in employment aged 16-74 travel to work by car: 61.5%, vs. 9.4% by foot or bike, and 15.6% by bus, train, or metro.</p> <p>Pressure on transport infrastructures</p> <p>Public surveys suggest that traffic congestion is considered a significant problem in Hertfordshire. East Herts residents rated road repairs and congestion the 1st and 3rd most important areas for improvement (Hertlis).</p> <p>Limited scope to expand current infrastructures (historic buildings, lack of available space, protected land etc.).</p>	<p>Mobility inequalities</p> <p>12.77% of households in East Herts do not have a vehicle, whereas 75.4% have 1-2 vehicles and 11.82 have 3 or more.</p> <p>Health</p> <p>East Herts has one of the county's lowest traffic-related mortality and injury rates, but young people are disproportionately affected. East Herts has one of the highest levels of physical activity and lowest levels of adult obesity across the district. But, these are still significant, E&N Herts CCG reports around 25,000 people over the age of 17 diagnosed with diabetes, 17,000 with heart disease,</p>	<p>Carbon footprint</p> <p>East Herts has the largest carbon footprint in the county. Travel is the second largest contributing factor.</p> <p>Air pollution</p> <p>Air pollution deaths in Hertfordshire rose from 5.8% in 2010 to 6.05% in 2011 and is now the worst performing area outside London.</p> <p>Health issues related to air pollution are more likely to affect older people, children and individuals with pre-existing medical conditions.</p>

1.2. Stakeholders

The major stakeholders in sustainable transport provision for East Herts are the county and district councils:

1.2.1. HCC:

- Developing the over-arching transport policy document for the area. The Local Transport Plan (plus a number of associated daughter documents containing their own initiatives, including: the Rail Strategy, Bus Strategy, Intalink Strategy, Cycling Strategy, Walking Strategy, Rural Strategy, Road Safety Strategy, and Rights of Way Improvement Plan) sets the framework for achieving a better transport system for the plan period.
- Providing advice for private developers regarding sustainable travel plans, compensation and monitoring regimes with the objective of maximising active travel and public transport use.
- Active travel promotion initiatives through Countryside Management Service (CMS) (health walks) and Transport Access and Safety Unit (cycling strategies).

1.2.2. EHDC:

- Development management and planning applications: approving travel plans (including monitoring processes), developing District Plans with a view to creating healthy and sustainable environments (cf. East Herts Draft District Plan 2016-2031).
- Promoting active transport, community transport and public health initiatives (commissioning health walks from CMS, own public health projects).
- Public health issues relating to transport (Air pollution, parking, town centres, providing safe routes to schools etc.)

1.3. Key Challenges

1.3.1. Partnership building, improved communication and coordination

Stakeholder engagement reveals uneven levels of communication and coordination between HCC and EHDC between service areas involved in sustainable transport provision. Stakeholders indicate possibilities for cooperation where priorities overlap, such as air pollution, parking, and town centre management at a district level, and integrating knowledge into broader HCC transport projects to encourage non-car use and road space re-allocation (pavements, cycle routes).

1.3.2. Encouraging developer cooperation with sustainable travel plans

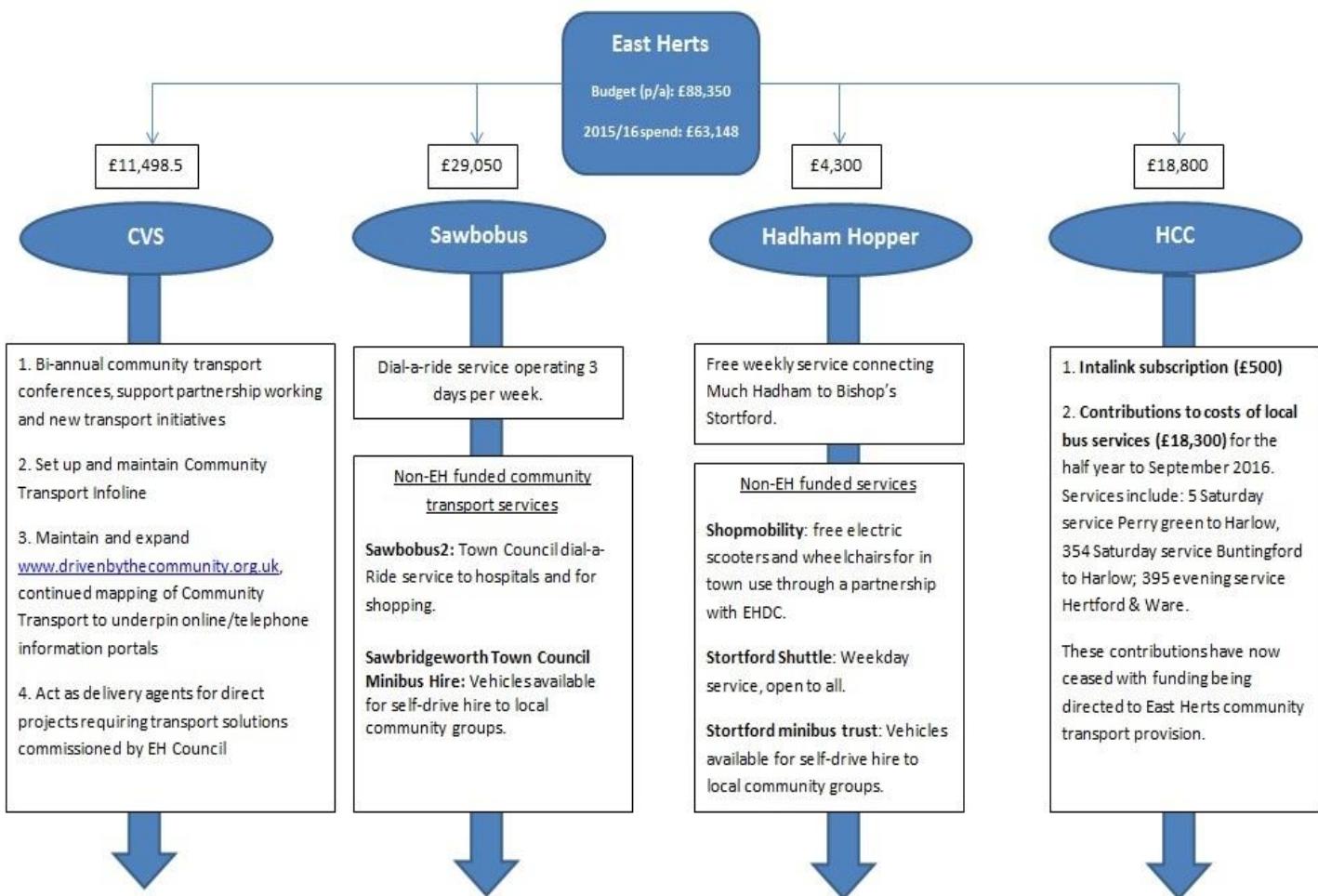
Monitoring regimes for sustainable travel plans are reported as being inconsistent and difficult to enforce. Closer cooperation could contribute to increasing consistency and incentives for developers to provide more sustainable travel solutions. Equally, greater consideration could be given to alternative enforcement options through knowledge and resource sharing, such as creating sustainable travel plan bonds, where developers submit a deposit which is only reimbursed on reaching pre-agreed key performance indicators.

2. Overview: Community transport

Community transport is provided by volunteer drivers to enable access to key essential services for those unable to use public transport, due to ill health or disability, or because public transport is not available.

Current provision in East Herts – see Appendix 1.

2.1. Current funding and governance



Other community transport services not funded by Herts include schemes highlighted in Appendix 1.

The following transport services are also available to East Herts residents and provide access to medical support, these are joint-funded by Hertfordshire County Council and the East & North Herts CCG to support access to health and emergency services.

- **Non-emergency Patient Transport (PTS):** For patients who have a medical need for transport to health care within the E&N Herts catchment area, serving around 63,000 patients.
- **Volunteer car schemes:** North Herts CVS provide a voluntary car scheme for patients in the Trust catchment area who are not eligible for PTS. Volunteer drivers use their own vehicles to provide passenger journey, typically between 45 & 50p pm.
- **Broxbourne and Lister Hospital health shuttles:** subsidised services for access to emergency and medical services.

2.2. Performance and monitoring

2.2.1. Hadham Hopper:

Currently transports around 9 regular users and some ad hoc (the majority being 60+) on weekly round-trips, stopping at key community, shopping and residential care locations across the town. Visits tend to be social, with medical transport needs met by Broxbourne health shuttle and various car schemes.

EHDC has historically monitored performance in tri-monthly meetings with town clerks from Bishop's Stortford and Sawbridgeworth Town Council. Please see Appendix 4 for performance summaries.

2.2.2. Sawbobus:

Runs around 22,000 vehicle journeys per annum, primarily transporting passengers for health and social trips. Sawbobus is part (1/3) funded through advertising revenue from local businesses.

2.2.3. CVS:

Currently coordinate several scheme number of schemes with around 20 regular volunteers and 60 frequent transport users, covering a total of 200-300 trips per year, the majority for health visits. Please see Appendix 2 for full Service Level Agreement details and Appendix 4 for complete performance summary.

- Infoline: Launched early 2016, this telephone line provides information about community transport services in East Herts, primarily for residents without internet access.
- Community Transport conferences: Four bi-annual conferences have been held, all chaired by Councillor Gary Jones. Attendance includes 27 community transport representatives from county, district, parish/town councils; health shuttles and CVS-coordinated schemes; as well as representatives from third sector organisations and interest groups. Agendas include updates regarding general trends in funding and governance, sharing news and learning from projects, opportunities to scope potential for joint ventures.
- Website: Provides a single point of access for all community transport schemes in the district, it has received 26,702 clicks since its inception in 2012.
- Service mapping and partnership-building: Maintains up-to-date records of all community transport services across East Herts and support the development of useful partnerships.

2.3. Buntingford proposals

2.3.1. Aims

The Buntingford CAT (Community Area Transport) is intended as a “hoppa” style minibus service, supplying residents of the town centre and new developments for shopping, banking, health and social requirements. Increasing demand has been fuelled by urban growth, lack of frequent public transport, and reliance on private vehicles to access the town centre with resultant parking and congestion issues. Proposed timings will connect with scheduled bus services from Buntingford. A further service is proposed to extend to the surrounding villages.

2.3.2. Service description

Two minibuses will provide a 4x daily (2 morning, 2 afternoon) urban service and a twice daily (1 morning, 1 afternoon) village service. Proposed villages to be included in the scheme are (depending on demand): Cottered, Throcking, Buckland, Chipping, Wyddial, Anstey, Meesdon, Hare Street, Great Hormead, Little Hormead, Aspenden, Westmill.

2.3.3. Funding and operations:

It is proposed that the service will be operated by a non-profit making charitable trust: Buntingford Community Transport Charitable Trust, with the support of Buntingford Town Council, East Herts District Council and Hertfordshire County Council. To be operated on a Section 19 or 22 Permit. Capital and operating costs to be funded by S106 contributions from new developments for a period of five years.

Appendix 1: Overview of community transport services in East Herts	 Appendix 1.docx
Appendix 2: Sustainable Transport Options	 Table of options ST.docx
Appendix 3: Community Transport Options	 Table of options.docx
Appendix 4: Monitoring and performance reports	 Appendix 4.docx