



East Hertfordshire Council

---

# LCWIP - Policy Context

HCC / EHC





East Hertfordshire Council

---

## **LCWIP - Policy Context**

HCC / EHC

**Type of Document (Version) Public**

**Project No 70095133**

**Date: June 2025**

WSP House

70 Chancery Ln,

London

WC2A 1AF

Phone: 020 7314 500

WSP.com



## Quality Control

<b>Issue/revision</b>	<b>First issue</b>
Remarks	DRAFT
Date	JUNE 2025
Prepared by	SM
Checked by	JBH
Authorised by	JBH
Project number	70095133
Report number	EHC-LCWIP-001

## 1.1 National Strategic Context

1.1.1. This section presents the existing policy documents that are relevant to this LCWIP on a national level.

### 1.1.2. **Decarbonising Transport (Department for Transport, 2021)**

Sets out the Government's commitments to reduce carbon emissions through investing in walking and cycling networks with the aim of half of all journeys in towns or cities to be walked or cycled by 2030. This will support their overall vision to achieve a NetZero transportation sector by 2050.

### 1.1.3. **Gear Change: A bold vision for cycling and walking (Department for Transport, 2020)**

Sets out Government's vision for delivery of far higher quality cycling infrastructure, focusing on segregated cycle routes with local authorities being expected to deliver a step change in the Level of Service for cycling and walking. It establishes "Active Travel England" that will assess local authorities' performance on active travel, with findings influencing the funding authorities receive across all transport modes. The accompanying Local Transport Note 1/20 Cycle Infrastructure Design sets out new ambitious cycle design standards.

### 1.1.4. **Cycling and Walking Investment Strategy (Department for Transport, 2017)**

Sets out the government's ambition for walking and cycling to become the de facto choice for shorter journeys or stages of longer journeys, with ambitious targets of doubling cycling trips to 1.6 billion by 2025.

### 1.1.5. **Cycling and Walking Investment Strategy 2 (Department for Transport, 2022)**

Sets the ambition that 50% of all journeys in towns and cities should be walked or cycled by 2030. The strategy sets out how the government intends to target investment in active travel through to 2025. The strategy supports locally targeted investment identified via LCWIPs to connect people with places – creating vibrant, healthier and productive places and communities.

### 1.1.6. **Future of Mobility: Urban Strategy (Department for Transport, 2019)**

Nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys.

**1.1.7. Everybody Active, Every Day (Public Health England, 2014)**

Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create 'active environments' to promote walking, cycling and more liveable communities.

**1.1.8. Clean Air Strategy (Department for Environment, Food & Rural Affairs, 2019)**

Outlines how achieving modal shift is key to delivering emissions reduction. LCWIPs have a part to play in tackling the climate emergency by reducing emissions through the delivery of walking and cycling options for journeys.

**1.1.9. Inclusive Mobility (Department for Transport, 2021)**

This document outlines best practice on inclusive design of pedestrian and transport infrastructure. Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure. LCWIPs identify improvements to build active travel networks and key routes fit for all users.

**1.1.10. Net Zero Strategy: Build Back Greener (Department for Business, Energy and Industrial Strategy, 2021)**

Outlines the government's aims to transition the UK to a net zero economy by 2050. Notably, the document highlights a commitment to build 'hundreds, then thousands' of segregated cycle lanes alongside an increase in low traffic neighbourhoods.

**1.1.11. National Disability Strategy (Department for Work and Pensions, 2021)**

Outlines the government's commitment to removing the barriers disabled people experience across everyday life and highlights the support of active travel and reduction in vehicle journeys in clearing carriageway space for those that need to travel.

**1.1.12. Inclusive Transport Strategy (Department for Transport, 2018)**

Outlines the government's plans to increase the accessibility of the transport system, principally in the promotion of appropriate infrastructure, guidance for staff, and the provision of more accessible vehicles to cater to a wider range of user types. The key objective is ensuring the public realm is made more suitable for all user types.

**1.1.13. Local Transport Note 1/20: Cycle Infrastructure Design (Department for Transport, 2020)**

Provides a suite of design principles and guidance to facilitate the creation of high-quality, safe, and effective infrastructure. Local Transport Note (LTN) 1/20 provides for five core design principles which should be required on all schemes: coherent, direct, safe, comfortable and attractive.

**1.1.14. Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (Department for Transport, 2017)**

Outlines the framework for undertaking strategic walking and cycling network developments, including the six-stage process that LCWIPs follow and the nature of data used as part of the process.

## **1.2 County Strategies, Policies and Plans**

1.2.1. This section will present the existing policy documents that are relevant to this LCWIP on a county level.

**1.2.2. Local Transport Plan 4, 2018-2031 (Hertfordshire County Council, 2018)**

Hertfordshire's fourth Local Transport Plan, LTP4, provides the vision for future transport across Hertfordshire, covering a period of substantial expected growth and development across the county and the necessary mitigations to facilitate these developments within the existing network.

The plan recognises the considerable potential for mode shift in terms of cycling, with the 2015 County Travel Survey showing a 1.7% share for trips less than a mile, 4.8% 1-3 miles, and 3.1% 3-5 miles. Barriers recognised include concerns over safety and security and in general a lack of infrastructure provision to enable end to end journeys. Of specific importance are Policies 1, 7 and 8 which refer apply to active travel.

**1.2.3. South Eastern Area Growth and Transport Plan (Hertfordshire County Council, 2022)**

This plan consists of a suite of area-based transport strategies which support LTP4. The area covered by South Eastern Area Growth and Transport Plan (SEGTP) includes East Herts (Hertford, Ware and linkages to Broxbourne and Welwyn Hatfield) and Broxbourne. The SEGTP recognises the large amount of development proposed which will increase

demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

**1.2.4. Eastern Area Growth and Transport Plan (Hertfordshire County Council, 2022)**

The area covered by Eastern Area Growth and Transport Plan (EAGTP) includes East Herts (Bishop's Stortford, Sawbridgeworth and linkages to other areas in Hertfordshire and Essex). The EAGTP recognises the large amount of development proposed which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved.

**1.2.5. Intalink Hertfordshire Bus Strategy (Hertfordshire County Council, 2020)**

Though predating both the establishment of the Enhanced Partnership (April 2020) and the severe impact on passenger transport numbers seen as part of the coronavirus pandemic, the Intalink Hertfordshire Bus Strategy remains a valid document with a clear focus and ambition to increase bus patronage across the network.

The strategy recognises the importance of connection with other modes, both as a policy under LTP4 but additionally due to the importance of a well-connected network where sustainable modes can suitably interface and share available network capacity. Transport interchanges are recognised in the LCWIP guidance as being common destination points to be considered, and as such the LCWIP has a role to play in supporting the connectivity of bus infrastructure to facilitate end to end journeys and providing high quality facilities for users of all modes.

**1.2.6. Bus Service Improvement Plan (Hertfordshire County Council, 2021)**

This plan outlines the ambition of Hertfordshire County Council to improve bus services within the County and how that ambition will be delivered through the Intalink Enhanced Partnership. The Bus Service Improvement Plan (BSIP) will be critical when the Government is deciding how new funding is allocated.

It acts as the vision for how bus services will be developed and enhanced across Hertfordshire in the coming years. Key corridors with gaps in the bus network across Hertfordshire have been identified; these corridors would benefit from increased frequencies and enhanced connectivity particularly during the weekday peak and interpeak periods.

**1.2.7. Emerging Place and Movement Design Guide – Draft (Hertfordshire County Council, 2021)**

This is a technical approach to highway design which recognises the needs of different road users in Hertfordshire and the interfaces between them. It intends to provide a way of looking at the appropriate function of any section of highway and a basis for deciding which activities should be prioritised. In doing so, it aims to provide a means to translate LTP4 policies into practice.

**1.2.8. Sustainable Hertfordshire Strategy (Hertfordshire County Council, 2020)**

The strategy principally recognises that the council has three levels of influence – to lead, to enable, and to inspire. The provision of active travel infrastructure and other surrounding mechanisms to support mode shift is seen to operate at all levels and is noted numerous times within the strategy as being key to introducing and supporting a low (and, eventually, zero) carbon transport network. The Sustainable Hertfordshire Strategy (SHS) is ambitious, but there are three particular targets of relevance to the LCWIP:

- A net zero carbon county ahead of 2050,
- Ready for Future Climates, and
- Clean air for all by 2030

**1.2.9. Accessibility Strategy (Hertfordshire County Council, 2019)**

The Accessibility Strategy promotes the county council’s vision: “To have a reasonable standard of access for all by appropriate transport to the key services of health, learning, work, food shopping and leisure”.

Principally, the document serves as a strategic analysis of existing accessibility within Hertfordshire, based around distance to services using the TRACC software to isolate distance and access via travel modes. The methodology is extensively documented within the strategy, but the key recognition is that fourteen of the sixteen recognised services are accessible to 95% of the population within the upper journey time thresholds

**1.2.10. Speed Management Strategy (Hertfordshire County Council, 2020)**

The Speed Management Strategy (SMS) recognises the link between lower vehicle speeds and the uptake of active travel modes (now expressed in LTN 1/20), recognising that 20mph

speed limits in key locations such as residential roads can reduce the perception of car dominance and support journeys by other modes where dedicated infrastructure may be difficult or impossible to install.

**1.2.11. Maintenance for Active Travel Strategy (Hertfordshire County Council, 2019)**

The Maintenance for Active Travel Strategy (MATS) outlines how routine or ad hoc highway maintenance programmes may contribute to the uptake of active travel, by ensuring that existing infrastructure is kept to the appropriate standards and new infrastructure suitably maintained to ensure a long, efficient lifecycle.

**1.2.12. Air Quality Strategy (Hertfordshire County Council, 2019)**

The Air Quality Strategy provides the county position on air quality, including both the strategic vision and the aims and objectives that will contribute to delivering this vision. It is heavily aligned with the sustainability strategy but provides an additional layer of policy support for both air quality monitoring and air quality improvements across the network.

**1.2.13. Roads in Hertfordshire: Highway Design Guide (2011)**

The Highway Design Guide for Hertfordshire provides information on the two different approaches to highway design, dependant on the character and function of the road. It outlines the different recommendations in terms of speed, visibility and layout, with different design codes. This includes carriageway width, road curvature, and gradients. This guide aims to “ensure the quality and consistency in highways works, which is considered vital to ensuring that developments in the county remain sympathetic to their surroundings, and sustainable in their use of natural resources.” The document encourages a holistic approach to street design and a reduced dominance of motorised traffic through design objectives that promote alternative modes of transport.

**1.2.14. Sustainable Travel Towns (Hertfordshire County Council)**

The strategy provided an analysis of the national and local policy context and associated evidence, to identify the key challenges and issues that people living and working in Hertfordshire face when making decisions to replace car journeys, or generate new trips, through more walking and cycling.

It identified a list of possible interventions to help deliver the strategy, including physical measures such as traffic calming and improved crossing facilities, as well as policy measures such as incorporating active travel into air quality management plans.

#### 1.2.15. **Rural Transport Strategy (Hertfordshire County Council, 2019)**

This strategy is to assist in the delivery of LTP4 policies within the context of rural transport, recognising that for rural residents (roughly 12% of the Hertfordshire population) there are often transport-related barriers to accessing services which mean the motor car remains the dominant transport choice.

Primarily, the document serves to translate what may otherwise appear more urban-centric strategies and policies included within other documents – such as the LTP4 ambitions for active travel – into the rural context, recognising the unique barriers and opportunities presented to rural communities and additionally the distances involved in travelling to access core services.

#### 1.2.16. **Rights of Way Improvement Plan (Hertfordshire County Council, 2017)**

The Rights of Way Improvement Plan (RoWIP) provides the framework for the changes, enhancements, and improvements to Hertfordshire's extensive Right of Way network, aiming to provide better provision for walkers, cyclists, and equestrians regardless of ability level or familiarity with the network.

The plan recognises that the majority of users of the Hertfordshire Right of Way network are walkers, cyclists, and horse riders; the reasons for usage ranging from leisure and exercise through to desiring off-road routes and a network more suitable for the usage case than mingling with higher speed vehicles or busier traffic. Barriers identified include access, lighting, wayfinding, poor surface conditions, obstructions caused by structures or vegetation, and a lack of promotion of the network that may hinder or prevent usage by those that would otherwise benefit from access to the network.

#### 1.2.17. **Hertfordshire Active Travel Strategy (Hertfordshire County Council, 2013)**

Hertfordshire's 2013 Active Travel Strategy was an ambitious document which set out how the County Council and its partners would identify, deliver and promote interventions to increase the numbers of people walking and cycling in Hertfordshire. It is currently being updated to include more recent best practice active travel policy. This plan intends on

improving the wellbeing of residents through helping them to walk and cycle where possible. It seeks to enhance economic growth, improve public health, and reduce carbon emissions, as currently vehicular transport represents 33% of emissions. The strategy seeks to target short journeys, urban congestion, active travel for schools, and poor health 'hotspots'.

### **1.3 District Strategies, Policies and Plans**

#### **1.3.1. East Herts District Plan, 2011-2033 (East Hertfordshire District Council, 2018)**

This framework identifies a number of challenges facing East Herts and sets out a vision to address them through its development strategy and policies, to create and maintain a high quality, successful, environment for the district. The plan is divided into three parts: the development strategy, development management policies, and delivery and monitoring. It contains specific policies about sustainable development and promotes sustainable transport including making appropriate provision for pedestrians and cyclists.

#### **1.3.2. Infrastructure Delivery Plan (East Hertfordshire District Council, 2017)**

The purpose of the Infrastructure Delivery Plan (IDP) is to identify the infrastructure requirements arising out of an authority's Local Plan over the entire plan period, considering the cost, timing, potential funding mechanisms and responsibilities for delivery.

Improvements to the district's existing green travel infrastructure network and the provision of new green travel infrastructure, will be crucial in supporting the levels of development identified in the District Plan.

#### **1.3.3. Neighbourhood Plans (Various Town and Parish Councils, 2017- current)**

Neighbourhood Plans supplement the District Plan and set out planning policies for development and the use of land in a local area. They must be in general conformity with the District Plan. Once adopted a Neighbourhood Plan forms part of the statutory documentation that is used to determine planning applications. These plans tend to focus on a community-led framework to guide the future development of the local areas, and they cover a wide range of topics including the environment, the local character, transport, and more. This may include preserving historically important sites of interest, improving car parking facilities to reduce on street parking, and ensuring housing grows organically to meet local needs. Whilst there are several published Neighbourhood Plans, at different

stages of the process, a number of areas have not yet published drafts, including Sawbridgeworth and Brickendon.

#### 1.3.4. **Environmental Sustainability Action Plan (East Hertfordshire District Council, 2023)**

The Environmental Sustainability Action Plan is a working document which is continually developing, assisted with input from a range of sources including third sector organisations and the local community. Going beyond carbon, it includes specific, measurable projects including supporting local households to become energy efficient and implementing a Local Cycling and Walking Infrastructure Plan.

#### 1.3.5. **Masterplanning Frameworks (Various)**

In order to ensure that the development outlined in the District Plan provides a well-designed, high-quality, environment and does not occur in isolation, East Hertfordshire District Council is committed to ensuring that all new allocated sites in the District Plan undergo a "master planning" process. This involves working with the various councils, local interest groups, the main site promoter, and other landowners, to achieve a vision for the overall development of the site and ensure key important elements are achieved in a way that will contribute to a great place for people to live, work and study. Key strategic development sites within the district have published their own Masterplan Framework, each responding their specific local context and site features, to use creative place-making skills for new developments.

#### 1.3.6. **Sustainability Supplementary Planning Document (East Hertfordshire District Council, 2021)**

The District Plan incorporates a suite of policies to help ensure that new development in East Herts reduces its environmental impact. The Sustainability Supplementary Planning Document (SPD) supports the implementation of these District Plan policies by providing technical guidance on how schemes can both meet and exceed policy requirements across a range of topics, including transport provision.

The SPD is structured by the different topics that must be covered to protect environmental assets, mitigate the impacts of climate change, and adapt to its impacts. This includes:

- Holistic approach

- Energy and Carbon
- Sustainable Transport

#### 1.3.7. **East Herts Climate Strategy, 2022-2026 (East Hertfordshire District Council, 2022)**

In July 2019, East Hertfordshire District Council unanimously approved a Climate Change Declaration which committed the council to take action to address the causes and impacts of climate change across the district. The Climate Change Strategy lays out a route map for the council itself to achieve a net-zero carbon position by 2030 while at the same time working with residents, community groups and other public and private sector partners to encourage the whole district to achieve the same position by that date.

### **1.4 Relevant Plans in Neighbouring Authorities**

- 1.4.1. North Hertfordshire, Stevenage and Welwyn Hatfield, are neighbouring authorities which have also developed LCWIP's. The East Hertfordshire network has been aligned with these plans to provide walking and cycling connections between nearby towns. Likewise, dialogue has been ongoing with relevant Essex authorities as their emerging LCWIP schemes develop. Aligning neighbouring LCWIP's walking and cycling networks will provide sustainable connections to surrounding areas.

