# Hertfordshire Climate Change and Sustainability Partnership

# **Strategic Action Plan for Transport**

Interim Version 1.3

September 2023

Contents

## 1. Introduction

1.1    The Strategic Action Plan for Transport Sustainability outlines the Hertfordshire Climate Change & Sustainability Partnership's (HCCSP) vision to facilitate a Hertfordshire that minimises the environmental damage caused by transport.

1.2    HCCSP works to collaboratively align the goals and targets of key stakeholders across the county and region to ensure that climate and environmental actions are achieved, using direct and indirect policy, legislation, influence and encouragement to ensure the progress and achievement of a sustainable environment for current and future communities. This Plan will address the need to travel and the choice of the mode of transport.

1.3    To date, key partners involved in the Plan's development include the county, district and borough councils and the Hertfordshire Sports Partnership.

## 2. Vision for the Future

2.1    Hertfordshire will work towards a transport system which has reached net-zero greenhouse gas emissions by 2050 and in which air pollution is as low as reasonably possible.

## 3. Current Position and Progress

3.1    Transport is responsible for 26% of greenhouse gas emissions, and is also a significant source of air pollutants. For transport-related greenhouse gas emissions, the biggest source is the car, responsible for 55%, whilst lorries and vans combined make up a further 31%.

3.2    Ultra Low Emission Vehicles (ULEV) currently only account for 3% of Hertfordshire's car fleet, but the number of new ULEV sales is growing. It should also be noted that such vehicles still emit significant amounts of particulate matter.

3.3    Whilst the trend for cars is towards battery electric power, the direction for the decarbonisation for heavier vehicles is still unclear, with hydrogen, "drop-in" fuels such as Hydrotreated Vegetable Oil and electric power all still being promoted.

3.4    Since the publication of the Strategic Action Plan for Transport in November 2021, there has been considerable progress in the development and delivery of transport strategies which overtake many of the actions previously included in the HCCSP action plan. These strategies include the continuing roll out of Local Cycle and Walking Infrastructure Plans, initial delivery of the Bus Service Improvement Plan, and consultation on the Electric Vehicle Charging Infrastructure Strategy and the Active Travel Strategy.

3.5     It should be noted that transport cuts across many of the other HCCSP action plans, whilst not in itself being a direct environmental factor. In many cases it can be arbitrary whether an initiative should be included in the transport action plan or in one of the other priority areas.

3.6     Since 2021, the Government has indicated its intention to require Local Transport Authorities to develop a new Local Transport Plan. Whilst the guidance is still awaited, the new round of Local Transport Plans is expected to require a significant level of environmental assessment, including detailed modelling within a Quantifiable Carbon Reduction process.

3.7     This transport action plan has therefore undergone a wholesale review, removing actions which are covered in other topic areas or in transport strategies published by the local authorities, and temporarily removing actions which will come under the remit of the Local Transport Plan work.

3.8     This document should therefore be considered an interim step towards a full plan which will be published after the adoption of the Local Transport Plan.

## 4.     Key Actors and Stakeholders

4.1     There are a range of stakeholders influencing progress in this area including:

4.1.1     Hertfordshire County Council:

The county council is the Highway Authority and Local Transport Authority, meaning that it is responsible for 97% of the public road network (the other 3% is the responsibility of National Highways), and has influence on the bus network through the Intalink Enhanced Partnership.

4.1.2     District and Borough Councils:

The ten district and borough councils are the Local Planning Authorities, which means that they are responsible for the scale and location of new developments, which in turn has a key influence on how people travel. They also hold devolved powers from the Highway Authority in relation to on-street parking controls.

4.1.3     Regional bodies

England's Economic Heartland (EEH) is the Sub National Transport Body for the area. Although it is not a statutory body, it has a role in setting out regional transport plans. Given Hertfordshire's location on the edge of EEH's area, Transport for London and Transport East are also highly significant for transport in the county.

4.1.4     Other statutory organisations

National Highways is the Government agency which is the Highway Authority for motorways and trunk roads.

Network Rail is the Government agency which has the responsibility for rail infrastructure.

Hertfordshire Constabulary is responsible for enforcing highway rules.

4.1.5   There are a large number of transport operators which determine the types of vehicles that they use. These operators include bus and coach companies, taxi operators, and freight operators.

## 5.   Key Aims

5.1   The three key aims of this plan are to **reduce** the need to travel by car, to **increase** the opportunity to walk, cycle or use public transport, and to **enable** the transition to low emission vehicles for those motorised journeys that need to remain. These aims are focussed on the movement of people, but there is also a parallel set of aims for the movement of goods.

5.2   Reducing the need to travel by car is a combination of land use planning measures (such as siting new housing development close to existing facilities or public transport networks) for which the Local Planning Authorities have a key role, and the provision of internet services (such as online banking and working from home) which are the responsibility of a wide range of service providers and employers.

5.3   Increasing the opportunity to walk, cycle and use public transport (particularly as an alternative to the car) falls within the remit of the Highway Authority and the Local Planning Authorities, as well as that of private sector providers such as bus and rail companies and bike hire operators.

5.4   Enabling the transition to low emission vehicles for those motorised journeys that need to remain is the responsibility of a range of private sector organisations, but there is also a role for the Highway Authority and Local Planning Authorities.

5.5   HCCSP has a role to play as a strategic convener, preparing and sharing content to support partners to progress and formalise interventions in areas of influence. HCCSP can also respond to Central Government and other consultation exercises. This may be as individual partners, via professionally recognised bodies or organisations or as a collective response via the Partnership.

5.6   There are further lobbying and resource-sharing routes via the Local Government Association, which provides a voice for local government on the national stage, lobbying on councils' key priorities as they work with parliamentarians to inform debates, support the scrutiny of legislation and engage with select committees and all-party parliamentary groups. HCCSP and partners, may wish to respond via the Regional Climate Change Forum, via the LGA Climate Action Group or the wider LGA.

## 6.    Updated SMART actions and targets

| Number | Theme /Outcome | Action | Organisation(s) who will deliver the action | Targets or indicators; means of measuring progress | Timeframe for delivery inc. intermediary milestones where appropriate | Status: Amended / Retain / New |
|---|---|---|---|---|---|---|
| T49 | Deliver net zero carbon emissions for local authority transport operations by 2030 | All local authorities to have adopted a plan to have a zero-emissions vehicle fleet by 2030, with the exception of HGVs and other specialised or customised vehicles. | Local authorities. | Percentage of vehicle fleet that is zero emission, reported annually. | LAs to development timeline for vehicle procurement to meet 2030 target by March 2024. | Amended (was T1, T2, T3 and T8) |
| T50 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Ensure that all LAs are monitoring staff travel patterns by mode at least annually, using standard methodology. | Local authorities | Mode share for staff journeys. | Annually from April 2024. | Amended (was T4) |
| T51 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Develop guidance on procuring and running vehicles to minimise overall emissions. | HSOG | Guidance published. | April 2024 | New |
| T52 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Develop programme for telematics in fleet vehicles to provide information for better fleet utilisation and driving styles. | HSOG | Programme adopted | April 2024 | New |
| T53 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Investigate wider use of alternative drop-in fuels, including the possibility of joint purchasing. | HCC HSOG | Report on viable options available. | July 2024 | Amended (was T6) |

| T54 | Systematically pursue opportunities for active travel in everything we do | Support and assist where applicable the HCC Active Travel Strategy and deliver through embedding in local transport strategies and scheme delivery. | HSOG LPAs | Local transport strategies reviewed to be in line with Active Travel Strategy. | 24/25 | Amended (was T12) |
|---|---|---|---|---|---|---|
| T55 | Look to reduce air pollution arising from local transport sources | Develop "pocket ready" projects to submit to annual Defra air quality grant fund in order to ensure maximum funding opportunities are gained by Hertfordshire authorities. | HSOG Herts & Beds Air Quality Group | Level of funding received from Defra air quality grant. | To be reviewed annually in June. | Amended (was T13) |
| T56 | Facilitate appropriate EV charging networks across Hertfordshire | Finalise and implement countywide EV Infrastructure Strategy to encourage the use of all forms of EVs, and maximise use of funding opportunities for implementation of public charging facilities in line with the strategy. | HSOG HCC LPAs National Highways | Publication of EV Strategy. | To be tied in with publication of new Local Transport Plan. | Amended (was T15) |
| T57 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Develop shared approach across all local authorities to ensure that development sites are prioritised to those areas which are accessible by sustainable transport. | HSOG HIPP / HPG | Policies adopted in Local Plans. | 24/25, and then incorporated within all subsequent Local Plans. | Amended (was T22) |
| T58 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Work with HCC business travel planning process and the LEP to encourage companies to develop and deliver low carbon travel plans. | HSOG | Percentage of Hertfordshire-based employees covered by a low carbon travel plan. | Review annually. | Amended (was T33) |

| T59 | Facilitate a move to zero emission taxis across the county | All taxi licensing authorities to agree and adopt target years for ULEV and ZEV to be the minimum acceptable emissions standards for new and renewed vehicle licences. | Taxi licensing authorities (Districts and Boroughs). | New standards adopted by licensing authorities. | 24/25 | Amended (was T43) |
|---|---|---|---|---|---|---|
| T60 | Maintain an open mind and investigate the potential for new technologies as they arise | Support the upskilling of Hertfordshire workforce to enable appropriate uptake of new technology skills (e.g. EV servicing/electrical services) by promoting existing college courses and encourage other colleges to introduce them. | HSOG LEP / Colleges | Number of course spaces available. | 24/25 and annual review. | Amended (was T47) |

## 7. Funding

7.1 It is expected that the primary cost associated with these actions will be in the form of officer time; that of the HCCSP Coordinator and relevant County/District/Borough Council officers alongside the stakeholders' progressing of their own actions.

## 8. Version Control

| Version Number | Summary of amendments | Approved by HCCSP |
|---|---|---|
| Version 1.1 | Upload first version to website | October 2021 |
| Version 1.2 | Amendments to align numbering scheme for actions across HCCSP; Updating timelines and achievements | March 2022 |
| Version 1.3 | New SMART actions with update on previous actions in appendix. Edited summary of influence, aims and strategy. | September 2023 |

**APPENDIX 1: Update on Version 1 actions and targets**

| Number | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisation(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| T1 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Fleet Transformation audit and review to be completed by all HCCSP members, including trajectory mapping, in order to seek to deliver a carbon neutral fleet by 2030. Audit to include carbon reduction actions currently being undertaken or planned, along with sharing of learning experience. | To be reviewed annually | Transport sub group | Redraft | *Incorporated into new T1.* |
| T2 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Undertake review of fleet procurement arrangements to enable more joined up working on procurement of transport fleet, identifying potential economies of scale, to enable accelerated take up of low carbon vehicles across Hertfordshire authorities. Including working with third tier authorities where feasible. | 23/24 Q2 | Council procurement teams | Redraft | *Incorporated into new T1.* |
| T3 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Review of fleet hub infrastructure, including draft an implementation plan for the provision and installation of EV/Hydrogen charging points to service fleets. | 22/23 Q3 | HCCSP Project Officer | Redraft | *Incorporated into new T1.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| T4 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Ensure that all Partners have up to date staff travel plans which reflect best practice and the changing work environment. | 22/23 Q3 | Sara-Jane Little, HCCSP | Redrafted. | *Now new T2.* |
| T5 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Investigate options to deliver programme of greener driving techniques for staff fleet vehicle users. | 22/23 Q3 | HCCSP Project Officer | Redrafted. | *New T4 which focusses on data required before other actions can be taken.* |
| T6 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Investigate opportunity for move to electric and/ or alternatively fuelled waste services vehicles including opportunity for joint procurement and if appropriate identify timetable | 24/25 | HSOG | Redrafted. | *Covered by new T5.* |
| T7 | Deliver net zero carbon emissions for local authority transport operations by 2030 | As part of individual local authority carbon emissions assessment baselines, report on carbon emissions arising from individual authorities' own fleets. | To be reviewed annually | HSOG | Complete | |
| T8 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Establish HCCSP commitment for each member to state specific percentage reduction target for individual member fleet emissions to assist with trajectory to 2030, as action plans develop. | To be reviewed annually | Each individual council | Redrafted. | *Incorporated into new T1.* |
| T9 | Embed sustainable transport policies in Local | Agree and adopt standardised approach to EV infrastructure | 24/25 | HSOG | Redundant | *Covered by EV Infrastructure* |

| Number | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisation(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | Plans and prioritise the needs of sustainable travel within every planning decision. | installation across public sector new builds (e.g. schools and public housing); and seek similar for private sector. | | | | *Strategy and future EV strategy as part of new Local Transport Plan.* |
| T10 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Seek uniformity of approach and expectation of standards across active travel routes in Hertfordshire. | 24/25 | HCC | Redrafted. | *Covered by new T9 and will be part of new Local Transport Plan process.* |
| T11 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Initiate and hold workshops for planning officers and Highways to assist with the further understanding of transport carbon reduction opportunities as they arise. | 22/23 Q3 | LPA | Redundant | *Will be covered by Quantifiable Carbon Reduction process within new Local Transport Plan.* |
| T12 | Systematically pursue opportunities for active travel in everything we do | Support and assist where applicable the HCC Active Travel Strategy and deliver through embedding in general work streams. | 24/25 | HSOG | Redraft | *Incorporated in new T6.* |
| T13 | Look to reduce air pollution arising from local transport sources | Develop "pocket ready" projects to submit to annual Defra air quality grant fund in order to ensure maximum funding opportunities are gained by Hertfordshire authorities. | To be reviewed annually | HSOG | Retain | *Incorporated in new T7.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| T14 | Facilitate appropriate EV charging networks across Hertfordshire | HCC colleagues to advise on relevant actions from forthcoming EV countywide policy to be included within this action plan once they are agreed. | 22/23 Q4 | Sara-Jane Little, HCCSP | Redundant | *EV Infrastructure Strategy agreed September 2023, and covered by new T8.* |
| T15 | Facilitate appropriate EV charging networks across Hertfordshire | Develop coordinated EV charging network to utilise local authority owned charging points and charging points owned by private companies that could potentially be made available out of hours | 23/24 Q3 | HSOG | Redrafted. | *Incorporated in new T8.* |
| T16 | Maintain an open mind and investigate the potential for new technologies as they arise | Look to take a coordinated approach to maximise funding bids through shared applications, to help deliver sustainability initiatives across Hertfordshire's transport network. | To be reviewed annually | HSOG | Complete | *Now covered by business as usual.* |
| T17 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Local authorities to support the delivery of the forthcoming Hertfordshire EV Strategy (Autumn 2022) | 22/23 Q3 | HCC | Redundant | *EV Infrastructure Strategy agreed September 2023, and covered by new T8.* |
| T18 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Investigate options and opportunities for establishment of ultra-low emission zones to encourage active travel and low carbon transport in and around areas of air quality concern, | 23/24 Q4 | AQ programme officer | Redundant. | *To be covered by new Air Quality Strategy and new Local Transport Plan.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | | ensuring minimal displacement of vehicle movements | | | | |
| T19 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Report to Partnership on requirements and opportunities arising from DfT Decarbonising transport plan, as further government guidance is published | 22/23 Q4 | HCC (Highways) | Redundant. | *Will be covered by Quantifiable Carbon Reduction work as part of new Local Transport Plan.* |
| T20 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Local planning authorities to review how their policies compare to the criteria set out in the Sustainable Travel Town programme. | 22/23 Q3 | LPA | Redrafted. | *Incorporated within new T9.* |
| T21 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Work with Herts Planning Group to develop fully embedded range/checklist of standardised low carbon transport planning policies. | 23/24 Q1 | HSOG | Redrafted. | *Incorporated within new T9.* |
| T22 | Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision. | Work to ensure local plans reflect the need to achieve sustainable development that enables a reduction in the overall need for transport movements wherever possible. | As soon as practicable within each council's planning policy review timetable. To be | HSOG | Redrafted. | *Incorporated within new T9.* |

| Number | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisation(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | | | reviewed annually to monitor adoption progress | | | |
| T23 | Only support new developments where they will have full sustainable transport access | Develop shared approach where applicable, across all local authorities, to ensure sustainable transport provision across new developments is prioritised. | As soon as practicable within each council's planning policy review timetable. To be reviewed annually to monitor adoption progress | HSOG | Redrafted. | *Incorporated within new T9.* |
| T24 | Systematically pursue opportunities for active travel in everything we do | Support and accelerate "walking-friendly" active travel street layouts in town centres. | 22/23 Q4 | LPA | Redundant | *To be covered by new Local Transport Plan, Active Travel Strategy and Place & Movement Planning design Guide.* |

| Number | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisation(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / New | Update on progress |
|---|---|---|---|---|---|---|
| T25 | Systematically pursue opportunities for active travel in everything we do | Ensure further coordination of cycling and walking infrastructure plans between districts through consideration of a partnership approach involving all local authorities in Hertfordshire akin to Intalink for active travel modes. Step 1: Initial progress report | 22/23 Q3 | HCCSP Project Officer | Complete | *Covered within the Local Cycle and Walking Infrastructure Plan (LCWIP) process.* |
| T26 | Look to reduce air pollution arising from local transport sources | Initially at school locations in air quality management areas investigate opportunity for establishment of local "School Streets" schemes, to restrict traffic movements in roads immediately adjacent to schools at start and close of day | 24/25 | HCC | Redundant. | *Formal decision taken by Highway Authority not to pursue School Streets.* |
| T27 | Look to reduce air pollution arising from local transport sources | All authorities to publish data on their enforcement against unnecessary vehicle idling and promote on period basis. | 22/23 Q3 | HCCSP Project Officer | Redundant | *Most areas do not carry out enforcement.* |
| T28 | Look to reduce air pollution arising from local transport sources | In conjunction with Highways keep under review options for use of road pricing schemes to facilitate more suitable lower carbon travel. | 24/25 | HCC | Redundant. | *To be considered within development of new Local Transport Plan.* |
| T29 | Promote a shift to active travel and public transport through behaviour change | Ensure opportunities are recognised from the BSIP (Bus Service Improvement Plan) that HCC, as part of the National Bus | 22/23 Q1 | HCC | Complete | *BSIP published and funding streams now being delivered.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | campaigns and infrastructure improvements | Strategy for England are due to publish by the end of October which will identify bus priority measures to be introduced from April 2022 onwards to ensure bus service reliability in congestion hotspots. | | | | |
| T30 | Facilitate a move to BEV for taxis across the county | Establish a coordinated approach between districts in terms of future taxi licencing policy to facilitate an accelerated shift to fully electric taxis being the norm across Hertfordshire | 22/23 Q4 | HCCSP Project Officer | Redrafted. | *Incorporated in new T11.* |
| T31 | Facilitate a move to BEV for taxis across the county | Develop a model "low carbon" taxi licencing policy for Hertfordshire districts to adopt if desired(https://scambs.moderngo v.co.uk/documents/s113926/CEA C%20Taxi%20Licensing%20Polic y%2019Nov19.pdf) | 22/23 Q2 | HCCSP Project Officer | Redrafted. | *Incorporated in new T11.* |
| T32 | Deliver net zero carbon emissions for local authority transport operations by 2030 | Building on staff travel plan deliver behavioural change campaign to encourage staff to use more sustainable modes of transport when commuting to/from work | 22/23 Q3 | HSOG | Redundant. | *High proportion of staff now working at home for majority of time.* |
| T33 | Work towards zero carbon emissions for | Support delivery of the current Sustainable Modes of Travel to School strategy. Work with HCC | 23/24 Q2 | HSOG | Redrafted. | *Incorporated in new T10.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | Hertfordshire's transport network by 2050. | business travel planning process and the LEP to encourage companies to develop and deliver low carbon travel plans. | | | | |
| T34 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Re-examine usefulness for a countywide car share scheme database for local authority staff and key businesses. Potentially this could include wider expansion of existing "lift share scheme" currently operated within a number of partner organisations, looking to resolve issue of key challenge of continuous promotion. | 22/23 Q2 | HSOG | Redundant. | *Now being considered at district / borough level.* |
| T35 | Work towards zero carbon emissions for Hertfordshire's transport network by 2050. | Investigate establishment of a pilot "mobility ways" project or similar to examine opportunities to reduce staff commuter emissions within a member organisation and in conjunction with interested major businesses in that local area. Step one: Produce report | 22/23 Q3 | HSOG | Redundant | *Covered by business travel plan process.* |
| T36 | Systematically pursue opportunities for active travel in everything we do | Each Partnership member to ensure public transport/walking/cycling routes to their individual sites such as offices and leisure provision are | 22/23 Q1 | HSOG | Complete | |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
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| | | clearly identified and promoted on literature and web sites. This information to also include details of nearest cycle parking. | | | | |
| T37 | Systematically pursue opportunities for active travel in everything we do | Investigate options to determine feasibility of creation of local bike/e-bike hire and /or bike share schemes across Hertfordshire. First step - report submission | 22/23 Q2 | HCC | Complete | *Being considered at district /borough level.* |
| T38 | Systematically pursue opportunities for active travel in everything we do | Investigate usefulness of developing a countywide interactive map of all active travel routes across Hertfordshire to include not only cycling but walking and public transport opportunities. Report on feasibility to HSOG to determine next steps | 23/24 Q3 | HSOG | Redundant | *Commercial products are already available.* |
| T39 | Look to reduce air pollution arising from local transport sources | Continue to progress commitment to sharing air quality data across all Hertfordshire local authorities and re-examine option and effectiveness for enhanced "real time" alerts to enable route choice options to be considered by users.   Feasibility report to HSOG within 12 months | 22/23 Q3 | AQ programme officer | Complete | *Covered by Air Quality topic area.* |
| T40 | Look to reduce air pollution arising from local transport sources | Promote national Clean Air Day and develop a Hertfordshire concept of "clean air everyday". | To be reviewed annually | HCCSP Project Officer | Complete | *Covered by Air Quality topic area.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
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| T41 | Look to reduce air pollution arising from local transport sources | Utilise where feasible Highways dot matrix information signs (VMS) to periodically promote positive behaviour change in relation to improving air quality such as anti-idling messages; tyre inflation reminders etc. | To be reviewed annually | HCC | Complete | *Covered by Air Quality topic area.* |
| T42 | Promote a shift to active travel and public transport through behaviour change campaigns and infrastructure improvements | Ensure HCCSP website provides opportunity to promote annual Clean Air Day publicity; coordination of walk to school weeks; and active travel campaigns  across the County | 22/23 Q1 | HSOG | Complete | *Covered by Air Quality topic area.* |
| T43 | Facilitate a move to BEV for taxis across the county | Lobby central government to deliver suitable subsidies for taxi drivers wanting to make accelerated switch to fully electric vehicles | 22/23 Q1 | Helen Burridge | Redrafted | *Incorporated in new T11.* |
| T44 | Facilitate a move to BEV for taxis across the county | Develop plan for coordinated network of accessible EV hubs including dedicated rapid taxi EV charging facilities across the county (at least 2 per district by end 2023), and to include especial consideration for drivers without ability for own off-street charging. HCC to understand likely level of charging needed for | 23/24 Q3 | Local Authorities | Redundant. | *To be incorporated into EV charging strategy and LEVI funding approach.* |

| Numb er | Theme | Action | Timeframe for delivery inc. intermediary milestones where appropriate | Organisatio n(s) who will deliver the action | Status: Complete/ Redraft / Redundant / Retain / ~~New~~ | Update on progress |
|---|---|---|---|---|---|---|
| | | T45 rather than being directly involved. | | | | |
| T45 | Facilitate a move to BEV for taxis across the county | Encourage coordinated approach to promote opportunities for taxi drivers to encourage shift to use of BEV | 24/25 | Local Authorities | Redrafted. | *Incorporated within new T11.* |
| T46 | Facilitate appropriate EV charging networks across Hertfordshire | Promote opportunities (such as through the use of co- charging apps) for privately owned EV charging points to be made available for use by other members of the public to assist with the expansion of EV charging provision | 22/23 Q3 | Local Authorities | Redrafted. | *Incorporated within new T8.* |
| T47 | Maintain an open mind and investigate the potential for new technologies as they arise | Work with Herts LEP and local colleges to facilitate upskilling of Hertfordshire workforce to enable appropriate uptake of new technology skills e.g. EV servicing/electrical services. | 24/25 | HSOG | Redrafted | *Incorporated in new T12.* |
| T48 | Maintain an open mind and investigate the potential for new technologies as they arise | Work with Herts LEP /University to develop appropriately skilled research professionals in emerging sustainable and alternative fuel transport systems infrastructure for Hertfordshire. | 24/25 | Hertfordshir e LEP | Redraft | *Incorporated in new T12.* |