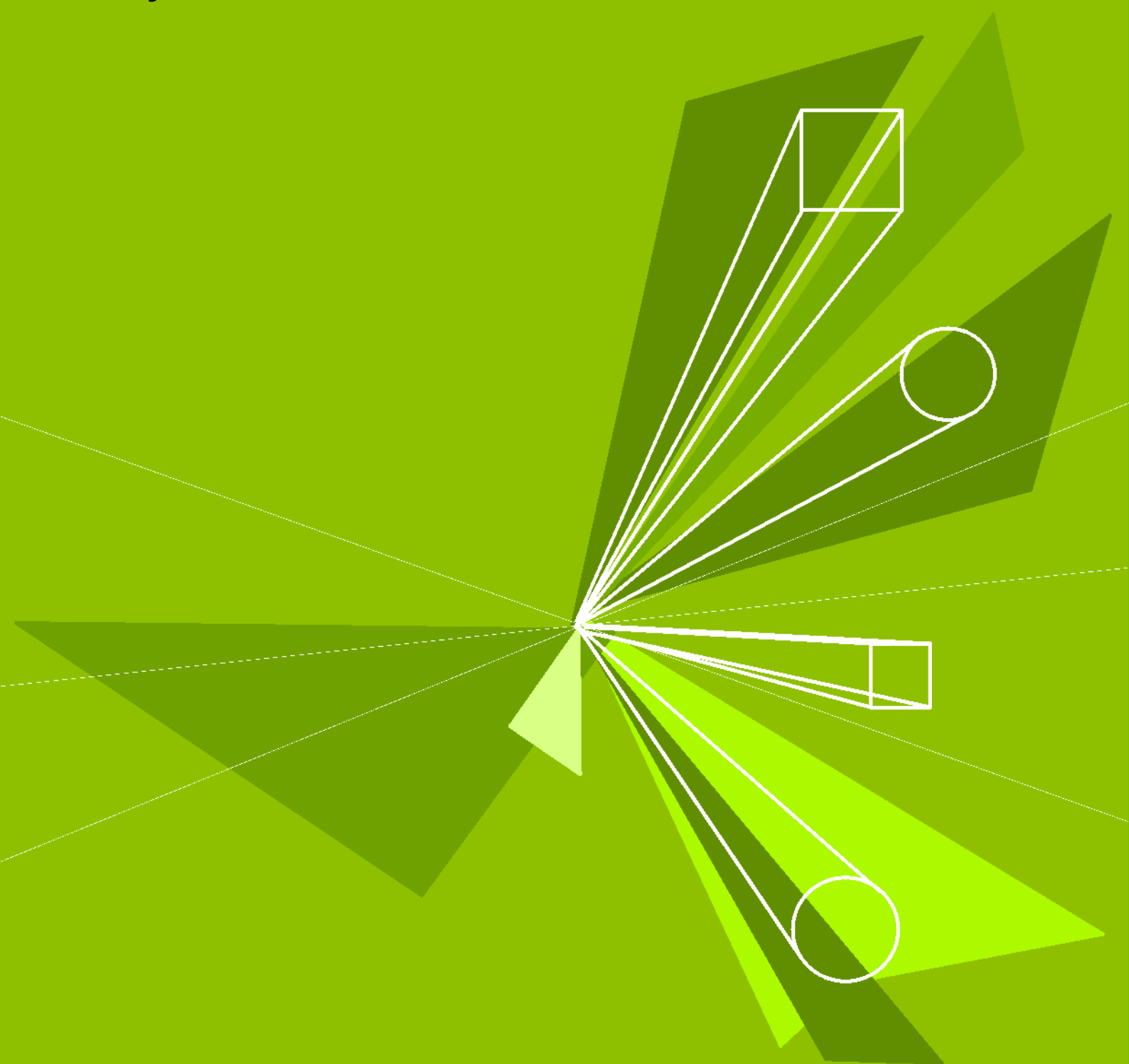# Hertfordshire Eastern Area Growth and Transport Plan
Stage 3 Interventions Paper

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1. Introduction

High quality transport infrastructure and services are not only essential components of both urban and rural functioning communities but are also required to deliver sustainable and accessible development. Transport helps facilitate journeys from home to work, to school, for leisure purposes and for access to vital services such as healthcare

Businesses are reliant upon an efficient, safe and reliable transport system to attract employees and customers, as well as for the transport of goods and services to different places. As well as catering for existing requirements, transport can also help enable or constrain new opportunities for economic development and for individual wellbeing.

Good planning practices can help identify the conditions needed to operate an efficient transport system and facilitate development growth proposals. If the planning process is not equipped to deal with these requirements, the delivery of sustainable development could be delayed or even prevented, and this could therefore have lasting negative consequences on towns and communities.

Hertfordshire is facing a substantial amount of housing and employment growth, which is expected to have an impact not only on the county's transport network – at a local ands strategic level – but also on the environment in the short, medium and long term. The County's Sustainable Hertfordshire Strategy recognises the critical consequences of climate change and commits to considering the environmental impact of the county's operations and services.

Delivering economic growth through sustainable infrastructure whilst mitigating climate change challenges is also one of the UK Government's main priorities. However, this is set against a backdrop of increasing competition for funding to help invest in new infrastructure, with less money available for local authorities to spend today than perhaps in the past.

The transport needs of large-scale residential and employment development coming forward within Hertfordshire and surrounding areas may be reliant upon seeking vital funding from central Government and elsewhere, and this funding may only be obtained if a good case is made for investment which is based on robust evidence and positive collaborative planning.

With this in mind, a suite of Growth and Transport Plans (GTP) are being developed as supporting documents to Hertfordshire's fourth Local Transport Plan (LTP4). A GTP is a strategic spatial transport plan developed by Hertfordshire County Council in partnership with key stakeholders, including East Herts District Council, Broxbourne Borough Council and the Local Enterprise Partnership, for the purpose of applying LTP policies and objectives to a growth-focussed sub-area within Hertfordshire. The GTP looks ahead at transport improvements required at least over the period of the Local Plans and will be subject to review periodically to reflect changes in growth and transport forecasts.

Each GTP focuses on a different sub-area within Hertfordshire. This document concerns the Eastern Area Growth and Transport Plan (SE GTP). The EA GTP area covers a small portion of the county comprising Bishop's Stortford, Sawbridgeworth and the surrounding rural areas. Outside the district, the GTP also takes into consideration interurban interactions with the districts of Epping Forest and Harlow, as will interactions with Stansted Airport and the wider Uttlesford local authority planning area where a lot of growth is proposed along the A120 corridor to the east of Bishop's Stortford. This area is proposed to have a large amount of development which will increase demand on an already constrained highway network unless a significant shift towards walking, cycling and public transport is achieved. It is therefore

appropriate and necessary to look beyond provision of additional highway capacity and invest significantly in other modes of transport which support efficient mobility while reducing environmental impacts. As shown in Figure 1 this is the third paper within the EA GTP. This paper provides an in-depth description of the proposed intervention packages developed based on analysis of the existing evidence base and assessment of transport networks and services against the EA GTP objectives undertaken at Stage 2.
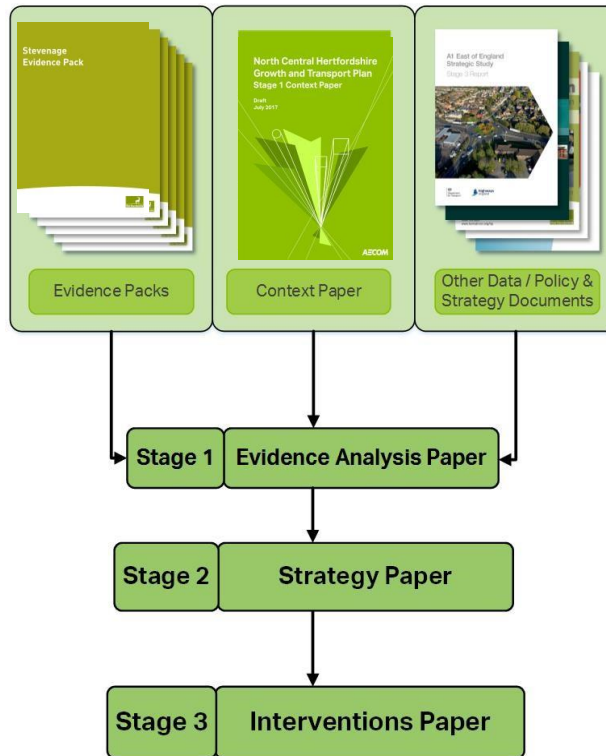
Figure 1 - GTP Stages

Report Structure

This report is composed of the following sections:

Section 2 provides a spatial portrait of the Eastern Area of Hertfordshire (discussed in more detail in the Stage 0 context paper) and refers to the inter-urban and local interactions within the area.

Section 3 describes the local policies and objectives from Hertfordshire County Council's Local Transport Plan 4 which provides the backdrop to the GTP.

Section 4 summarises the method used in identifying interventions (a more detailed description is provided in the Appendix).

Section 5 summarises the twenty-three categories of interventions used in this GTP (a more detailed description of each category is contained in the Appendix).

Section 6 summarises the GTP Intervention Hierarchy which is used to distinguish smaller/simpler interventions from larger/complex ones, discusses the influence of potential strategic interventions on the GTP area – these are not specifically proposed in the GTP but could prove critical in the successful delivery of GTP packages of interventions and presents the GTP proposals which are presented in the form of thirty-three packages.

Section 7 considers how the GTP proposals could change the form and function of roads, and how it is important that in delivering LTP4 policies, the importance of place is not ignored in favour of prioritising the movement of traffic.

Section 8 concludes the GTP.

Appendix A contains a detailed description of the methodology including the intervention categories.

Appendix B contains a table with important details for each intervention including early indicative cost range estimate.

Appendix C includes a ranking assessment of each intervention against LTP4 objectives.

Hertfordshire Eastern Area

02

2. Eastern Area GTP

In the Hertfordshire context, the EA GTP area covers a small portion of the county comprising Bishop's Stortford, Sawbridgeworth and the surrounding rural areas. Both towns are located in East Herts District and are connected by road, bus and rail transport links. Outside the district, the GTP also takes into consideration interurban interactions with the districts of Epping Forest and Harlow, as will interactions with Stansted Airport and the wider Uttlesford local authority planning area where a lot of growth is proposed along the A120 corridor to the east of Bishop's Stortford.

The character of the area varies considerably. Bishop's Stortford is the largest town in East Herts District while Sawbridgeworth is comparatively smaller. The historic market town of Bishop's Stortford has a more prominent public transport network and acts as a hub for different activities serving the surrounding rural area. The study area has a large commuter function with a significant number of people living in Bishop's Stortford and Sawbridgeworth but commuting to Harlow, London, Stansted Airport, Cambridge and other parts of Hertfordshire. There is also a lot of movement through the area, as people use the strategic transport links of the M11 and West Anglia Main Line to travel between Cambridge, Stansted Airport and Greater London.

Several transport corridors bisect the area, specifically the A1184 road and the West Anglia Main Line, in addition to several key A roads which connect the EA GTP with the surrounding area, most notably the A120.

Parts of the area, particularly along the A1250 Hadham Road and B1383 Stansted Road / London Road in and out of Bishop's Stortford town centre, experience significant levels of congestion especially during the typical weekday AM and PM peak periods. The A1184 and A120 also experience tidal congestion daily including on parts of the Bishop's Stortford bypass. While the plan area is relatively compact spatially and served by rail services, the majority of trips are made in a private vehicle and motor traffic has a dominant impact on how residents make use of public space. For instance, data from the Bishop's Stortford and Sawbridgeworth Evidence Pack (HCC) highlights that over 60% of all trips in this area are made by car.

The figure overleaf provides a broad indication of the EA GTP area.
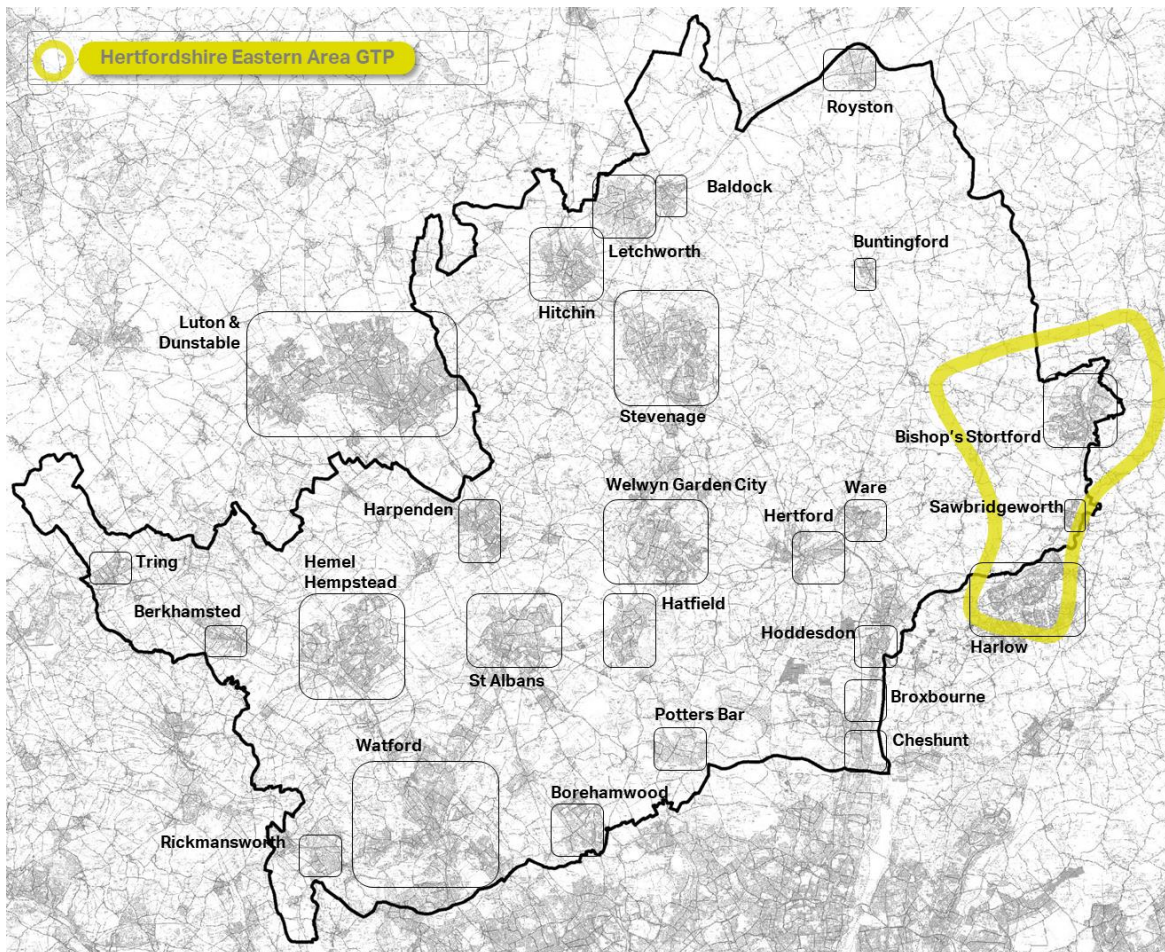
Figure 2 – EA GTP Area

The EA GTP has been developed over a series of stages as listed below:

Stage 0 Mobilisation	This short stage is to prepare for the GTPs by agreeing stakeholders for engagement, evidence/data to be used and the methodology.
Stage 1 Evidence Analysis	Analysing evidence/data and presenting it in the context of the GTP area including a strategic impression of growth and transport related issues.
Stage 2 Strategy Development	Using evidence to develop a strategy to guide the development of schemes and actions, including an identification of key objectives that need to be achieved.
Stage 3 Optioneering	Using the evidence base and strategy to develop packages of transport-led, multi-modal interventions aimed at addressing the key challenges, and an indicative sequence of their delivery.
Stage 4 Consultation	Assembling the GTP documentation for public consultation. Opportunity for focused discussions with stakeholders and user/community groups on specific proposals.
Stage 5 Finalisation & Adoption	Collating feedback from the consultation, making updates to the GTP, finalising documentation and seeking approval prior to adoption.

Figure 3 - Stages of developing a GTP

This report covers Stage 3 – Optioneering and should be read in conjunction with the following:

- **Stage 0 Context Paper** – this paper sets the scene in terms of what the GTP is aiming to achieve, and policy and growth context for the area

- **Stage 1 Evidence Analysis Paper** – this paper summarises the evidence which has been analysed to determine what are the key challenges. This paper identifies the more important local urban and inter-urban transport routes which form the structure for identifying priorities and interventions. These transport routes are referred to as Interactions.

- **Stage 2 Strategy Paper** – this paper considers the priorities for each Interaction and considers the impact on place and movement.

Together with the Stage 3 Interventions Paper, these documents form the GTP portfolio.

This stage covers the development of Interventions for inter-urban and local interactions identified during Stage 1 and assessed during Stage 2.

Interurban Interactions

Interurban interactions represent travel corridors between two urban areas through countryside. These are important in ensuring sustainable accessibility for the residents of new developments. The data used in reviewing these interactions is derived from the Census 2011 journey to work data because commuting makes up a large proportion of peak period travel (when the transport network is under most stress). It is also recognised that other journey purposes such as education are also relevant when considering network stress. More detail can be found in the Stage 1 Evidence paper.

Below is the list of 5 inter-urban interactions of the EA GTP. These are not listed in order of priority:

1. Bishop's Stortford ↔ Sawbridgeworth/Harlow

2. Bishop's Stortford ↔ Stansted Airport Area/Great Dunmow/Braintree

3. Bishop's Stortford ↔ Stansted Mountfitchet/Elsenham/Saffron Walden

4. Bishop's Stortford ↔ Cambridge

5. Bishop's Stortford ↔ Hertford/Ware

Local Interactions

Local interactions cover short distance movements occurring within one urban area and these were categorised into zones, residential, employment and town centres. More detail on these can be found in the Stage 1 Evidence paper.

Below is the list of 11 local (urban) interactions of the SE GTP. These are not listed in order of priority:

1. Bishop's Stortford South

2. Bishop's Stortford East

3. Bishop's Stortford West

4. Bishop's Stortford Northwest

5. Bishop's Stortford Northeast

6. Bishop's Stortford North

7. Bishop's Stortford Centre

8. Bishop's Stortford Southwest

9. Sawbridgeworth North

10. Sawbridgeworth South

11. Sawbridgeworth Centre

These inter-urban and local interactions within the GTP area provided the basis for the identification of relevant interventions that would best serve the area. More details on the way these interactions were identified and scored can be found in the Stage 1 Evidence paper and Stage 2 Strategy paper. The methodology that was followed, as well as the description of each of the proposed interventions are presented in subsequent sections of this report.

Policy Context

03

3. Policies and Objectives

The purpose of the GTP is to identify interventions which could deliver the policies set out in HCC's Local Transport Plan 4 (LTP4).

The local planning authorities' Local Plans are also important to acknowledge. Local Plans set out where new homes and jobs will be located and identify what type of infrastructure is needed to help facilitate growth.

Below is a brief summary of some of the key objectives and policies in LTP4 which form a backdrop for the types of proposals put forward in this GTP.

LTP aims to deliver nine transport objectives which contribute strongly to the Place, Prosperity and People elements of the vision. Cutting across the objectives are four principles guiding activity, which should be features common to activities to manage and improve the transport system.

Themes **Objectives**

PROSPERITY
1. Improve access to international gateways and regional centres outside Hertfordshire
2. Enhance connectivity between urban centres in Hertfordshire
3. Improve accessibility between employers and their labour markets
4. Enhance journey reliability and network resilience across Hertfordshire

PEOPLE
5. Enhance the quality and vitality of town centres
6. Preserve the character and quality of the Hertfordshire environment
7. Reduce carbon emissions

PLACE
8. Make journeys and their impact safer and healthier
9. Improve access and enable participation in everyday life through transport

Principles
- Integration of land use and transport planning
- Application and adoption of technology
- Cost effective delivery and maintenance
- Modal shift and encouraging active travel

Figure 4 - Hertfordshire LTP4 Objectives and Principles

These objectives and principles are translated into a series of policies in LTP4. Reference should be made to LTP4 for a more detailed discussion of all policies.

Method Overview

04

4. Method Overview

This section of the report briefly summarises the methodology that has been followed to identify the proposed Packages of Interventions. A more detailed description of the methodology is contained in the Appendix.

Task 1 – Previously Identified Interventions

A series of studies and strategies have already been developed in the GTP area which have identified transport interventions that are required. It is important to recognise these in order to ensure that additional interventions identified through the GTP are compatible and they will help to deliver local policies and priorities. Reference has been made to a range of documents including the Bishop's Stortford Transport Options report and local planning authorities' Infrastructure Delivery Plans.

Task 2 – Newly Identified Interventions

This task has involved a process of optioneering new interventions in line with the evidence presented at Stage 1 and the priorities and broad strategies for each Interaction presented at Stage 2. Reference should be made to the Stage 1 Evidence Analysis paper and Stage 2 Strategy paper accordingly.

Interventions are aligned to one of 23 intervention categories, the purpose of which is to simplify and standardise the optioneering process, and therefore be clearer how interventions can help meet local policies and priorities. The intervention categories are described in Section 5 of this report.

Each intervention category is scored according to the HCC User Hierarchy (Policy 1 of LTP4), with a higher score given to categories of interventions which favour pedestrians, cyclists and public transport users, and a lower score given to categories of interventions which favour motorists. The purpose of the scoring is to guide the development of options and ensure that more emphasis is placed on sustainable travel choices, where this is a feasible option, as this will better align with local policy.

Interventions are defined as non-detailed concepts. The reason for this is to recognise that more detailed investigations and consultations with local people will need to take place after completion of the GTP, and that this process can in some cases take several years. This means that the GTP does not present drawings to indicate what the intervention will look like or the precise area of land it will occupy.

Interventions have been categorised according to a GTP Intervention Hierarchy. This is intended to distinguish larger and more complex interventions which take longer to develop and deliver, from smaller and simpler interventions which could be developed and delivered in a much shorter timeframe. The purpose of this is to help HCC and the local planning authorities understand and plan future priorities and programmes of work.

An indicative cost range estimate is also identified for each intervention. The cost ranges are intentionally large to allow for the level of uncertainty around many of the interventions.

An indicative timeframe is also identified for each intervention. This is intended to provide a broad indication of how long it may take for an intervention to be developed and implemented. It is not intended to indicate for certain when an intervention will be implemented.

The intervention hierarchy is described in Section 4 of the report.

Task 3 – Correspondence Checks and Packaging

The lists of previously identified Interventions (Task 1) and newly identified Interventions (Task 2) are compared to check if they complement or clash with one another. This process would then lead to changes being made to newly identified Interventions, either by changing their scope or removing them altogether.

A process of Packaging the interventions into groups has then occurred. These Packages are intended to highlight the shared objectives and combined benefits that may be generated if interventions are delivered together.

Each intervention has been assessed against LTP4 objectives. This provides an indication as to what extent the county council's overarching objectives could be achieved and highlight where objectives could be negatively impacted, in which case this may need to be investigated further when/if interventions are taken forward.

Reference should be made to Appendix A which provides a more detailed description of the methodology followed.

Place and Movement

Hertfordshire's highway network includes a wide variety of different types of roads with different purposes, each carrying different levels of traffic, with different standards of provision for different users of the highway network and different surrounding land uses which influence how roads are used.

With significant planned levels of housing and employment growth coming forward, the network faces a complex set of challenges in accommodating additional movements between places and along links. Many roads already experience significant levels of traffic congestion, and this can have negative implications on surrounding communities. If congestion levels continue to increase, this may force people to find alternative and less suitable routes which can have negative impacts on communities.

Defining the intended function of highway links can help to inform the process of appraising the appropriateness of proposed infrastructure interventions and identify alternative interventions which can reinforce intended functions or seek to reprioritise routes for the betterment of communities.

The purpose of defining the network hierarchy is to identify links or junctions where there is considered to be a 'clash' between different functions which could potentially impact on particular users in a positive or negative way.

A set of nine road types have been defined as shown in the Figure 5 overleaf.

These road types sit within a matrix which qualitatively assesses Place and Movement from low significance to high significance.

Place relates to those functions that are specific to and happen in particular places, including residential and retail. Roads have an impact economically as well as on quality of life, with place-making an increasingly important element in local policy making. Roads are also the foreground to the built environment, and the most successful streets are those that respect and refer to it.

Movement relates to the moving functions across different modes. Roads perform a wide range of movement functions from roads carrying very high volumes and mixes of vehicular traffic and people, to urban streets which only have a local movement function and could give greater priority to the needs of pedestrians and cyclists.
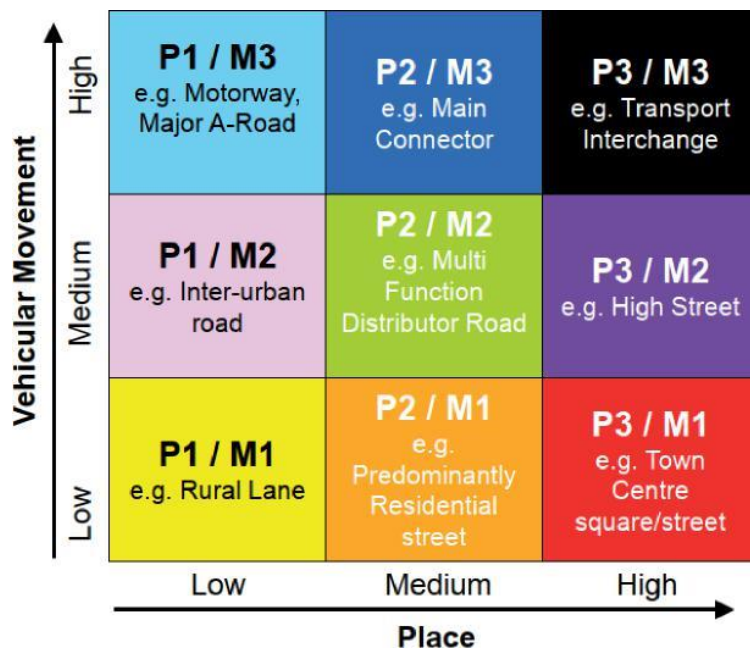
Figure 5 - Hertfordshire Place and Movement Matrix

Intervention Categories

05

5. Intervention Categories

A set of 23 categories of interventions have been defined for the GTP. The categories represent 'toolbox' of interventions which local authorities such as HCC could use to address a particular problem today. In the future, as technology, governance and travel behaviours evolve, new categories of interventions could become available to HCC, including those which respond to the development of autonomous vehicles, faster broadband speeds etc, and this may warrant a reappraisal of options at a later point in time.

Each category has been scored according to how they align with LTP4 Policy 1 User Hierarchy with a higher score indicating a better alignment with policy:

Table 1 - LTP4 Policy User Hierarchy

Rank	User Hierarchy	Score
1 (highest priority)	Opportunities to reduce travel demand and the need to travel	5
2	Vulnerable road user needs (such as pedestrians and cyclists)	4
3	Passenger transport user needs	3
4	Powered two-wheeler (mopeds and motorbikes) user needs	2
5 (lowest priority)	Other motor vehicle user needs	1

Each category of interventions is summarised in the table below. A more detailed description of these intervention categories is provided in the Appendix.

Table 2 - GTP Intervention Hierarchy

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
5	Policy Parking management	Parking management can help to deal with traffic, improve air quality, ensure better road safety and increase utility of the land resource, and it can further encourage trips by public transport, active modes and manage/reduce travel demand. Public revenue from parking fee can help cross-subsidize non-car modes.	IC14

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
5	Policy - Sustainable transport upgrade/ plan	Sustainable transport upgrades can include strategies that are aimed at promoting sustainable travel, improving safety, shared mobility and increased accessibility whilst it can help reduce congestion, increase air quality, influence travel behaviour and reduce car dependence. Such plans can also manage/ reduce travel demand.	IC15
5	Travel demand management - Speed limit review and improve active travel	Introducing revised speed limits and improving infrastructure for active travel along a corridor/ area may attract more people towards active travel and increase active travel mode share and can manage/ reduce travel demand. It will improve safety of cyclists and pedestrians.	IC21
4	Cycle Parking	This category of interventions would provide sufficient cycle parking at an activity centre or transport interchange, which may increase cyclist's confidence on availability of safe, secure parking at their destination. This is essential to enable people to make more trips by cycle and may help increase mode share of cycle alongside other improvements to cycle routes.	IC2
4	Junction Improvements - walking and cycling/ new bridge	This intervention would increase access and safety of pedestrians and cyclists at junctions, along with improved mobility and accessibility. It may reduce public concerns/ fear of being involved in a collision, long waiting time at junctions and confronted with traffic.	IC9
4	Walking and Cycling Network Improvement	Improvement in walking and cycling infrastructure in a corridor/ area will improve safety of cyclists and pedestrians. This could increase attractiveness of active travel and increase active travel mode share. Interventions in residential area, town centres, access routes of transport interchanges and schools would help local interactions and modal shift towards active modes.	IC22
4	Wayfinding/ Signage	This intervention would increase wayfinding for pedestrians and cyclists. This may reduce journey time of active modes, increase their comfort and make them more attractive.	IC23

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
3	Junction Improvement - bus	Bus priority at junctions would decrease bus journey time and would make bus travel more attractive. This can lead to increase in bus patronage.	IC6
3	Multi-modal interchange improvement	Improved multimodal interchanges may have widespread impacts of improving accessibility for both inter-urban and local trips. It would increase journey time reliability, inter-modality and interoperability. Urban realm/ placemaking interventions at the interchange may improve a bus and rail interchange's physical and aesthetic condition, which would influence travel choices and make public transport a more attractive choice.	IC10
3	Policy - Marketing	Marketing/ communication strategy can facilitate project delivery, keeps stakeholders and customers informed, prioritize investments, build trust with community and in the long run can help investment in sustainable transport. It can help promote and encourage the use of public transport, walking and cycling.	IC12
3	Policy Ticketing[1]	Mobile/ online ticketing of public transport services can reduce boarding time, increase reliability of the system, increase customer satisfaction and reduce cash handling.	IC13
3	Policy - Travel Plans	Travel Plans can reduce cost of travel, reduce journey times and help deliver travel demand management benefits. It can help promote and encourage the use of public transport, walking and cycling.	IC16
3	Public Transport - Bus Stop Upgrades	Bus Stop Upgrades would improve the perception and image of bus services, whilst improving comfort level of bus users when they wait for buses at bus stop. It will have potential to affect many local interactions across the GTP area. This intervention has the potential to attract people towards bus service and increase user satisfaction.	IC17

[1] This category is currently included in the packaging of newly developed Task 2 interventions. However, at a later stage these ticketing interventions could be removed from the packages and treated separately as area-wide interventions that may also help in achieving Ticketing Policy objectives of integrated ticketing/ E-ticketing for improved inter-modality (transfer tickets).

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
3	Public transport – Bus Service Improvement	Bus service improvement can improve the provision of bus services. This may include introducing a new bus service, re-routing an existing bus service, increasing the frequency of an existing service or implementing bus priority measures to improve bus journey times. These types of measures would potentially increase bus patronage and have a positive impact on air quality if there is a significant mode shift to bus.	IC18
3	Public Transport - Rail Improvement	Rail improvement in terms of increased capacity may help reduce crowding in rail, increase user comfort/ satisfaction and enable mode shift to rail. This can reduce car dependence as rail may become more attractive than car.	IC19
3	Public transport - Real Time Information	This category of interventions can potentially increase reliability of public transport and help in journey planning.	IC20
1/2/4	Highway, Walking and Cycling Network Improvement	This intervention would increase capacity, improve the flow of traffic; increase access and improve safety of pedestrians and cyclists along a route, with improved mobility and accessibility.	IC4
1/2/4	Junction Improvements - Highway, walking and cycling	This intervention would increase capacity and improve the flow of traffic; and increase access and safety of pedestrians and cyclists at junctions, along with improved mobility and accessibility.	IC8
1	Car Park - Real Time Information	This category of interventions can potentially have positive effects on local traffic as it would mitigate traffic rat running to find parking. It can help save journey time, reduce congestion and may influence travel choices in longer term.	IC1
1	Highway Improvement - New road link	New road links can facilitate strategic development and gain access to an important inter-urban corridor and provides link to Local Interactions. They can help in improving connectivity in an area, reducing journey time and increasing network capacity. They can mitigate impacts on some existing roads if they can successfully reduce rat-running.	IC3

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
1	Highways Improvement	This intervention would increase capacity and improve the flow of traffic. Increased traffic capacity may increase car dependency and could adversely impact air quality and increase associated externalities.	IC5
1	Junction Improvement - Highway	Highway focused junction improvement will increase capacity and improve the flow of traffic at junctions. It would reduce journey time of vehicles and possibly increase car dependence, which can reduce air quality and increase associated externalities.	IC7
1	Policy Electric Vehicle Charging Points[2]	This may help promote electric vehicles and may help improve air quality in the longer-term.	IC11

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[2] This category was considered under HCC user hierarchy of '1' (largely electric car), based on the interventions. However, this category is considered under HCC user hierarchy of '1' and '2' (electric two-wheelers and car).

Proposed Packages

06

6. Eastern Area GTP Proposed Packages

The challenges identified during the process of developing the EA GTP can be addressed in many different ways. To an extent, over time the challenges will be influenced by wider trends and changes in travel behaviour which can affect people's decisions to use particular modes of transport, the route they take, the time of day they travel, even where they live, work and participate in leisure activities.

However, we cannot rely on wider influences and factors alone to either address a challenge or assume it will reduce in scale of impact over time. A coordinated and smart approach is needed to tackle challenges through a wide range of physical interventions, some small and some large in scale, which are targeted at addressing a challenge symptom or more critically the underlying cause(s).

Hertfordshire County Council and partners have a toolkit of approaches to help influence transport and travel behaviour. This includes both infrastructure interventions and so-called 'soft measures', these being behaviour change initiatives such as promotion of bus services, travel planning for new developments, cycling training and exploring opportunities for integrated ticketing. Figure 6 illustrates the range of interventions available to influence travel choices and behaviour.
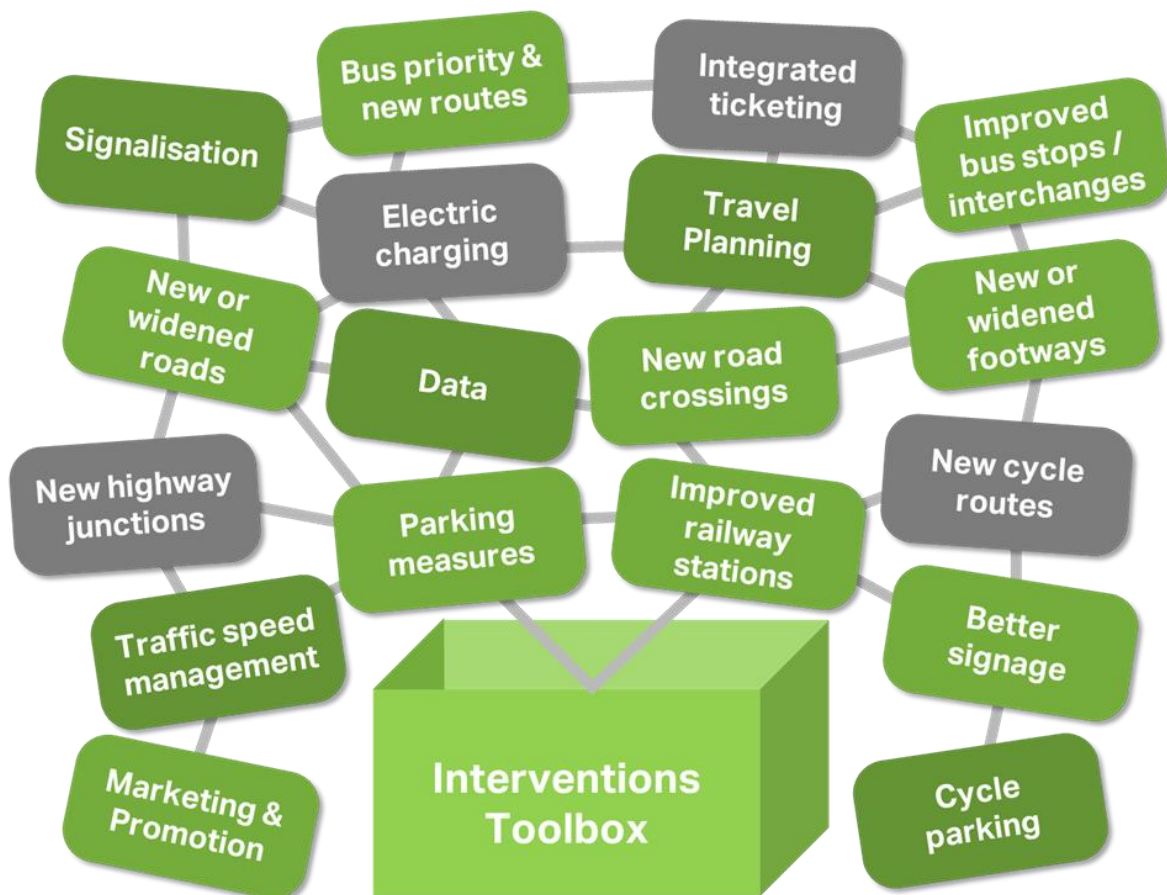
Figure 6 - Current Toolbox of Interventions

All the packages of interventions identified in this Prospectus should be completed by a range of supporting interventions and initiatives, which should be considered and rolled out consistently across the GTP area. These area wide interventions and measures are described later in this section of the report.

Future Trends

The world of transport is expected to undergo a profound transformation in the coming years and decades. New technologies could change how we travel and how frequently. Over time new technology and other initiatives could supplement or replace tools which are currently available to Hertfordshire County Council and partners to address transport issues.

Research has shown that drivers are increasingly favouring access over ownership. Faced with increasing costs of ownership, they prefer pay-per-use or renting of everyday items such as smart phones but also cars. According to the British Vehicle Rental and Leasing Association (as cited in the financial Times), in 2019, car leasing increased in the UK by 14% and there are currently approximately 5 million leased cars on the road.[3]

Mobility as a Service (MaaS) describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service, paid for on demand through connected technologies. Research undertaken by Ipsos MORI, on behalf of the Department for Transport in the UK,[4] has shown that MaaS has the potential, not only to reduce car ownership, but also to have a positive environmental effect by attracting more users towards shared modes. It could result in more journeys and distances travelled by car (or potentially less); it could enable policy makers and transport planners to have a greater influence on managing travel demand and responding to changing travel behaviours; and it could affect the transport industry with car makers and transport operators moving away from a business to consumer model.

For MaaS to be successful and offer flexibility to customers, a wide range of integrated transport services will be needed. As part of a public transport package sitting alongside rail services and traditional bus services (those running on fixed, timetabled routes), there are examples of Demand Responsive Transit (DRT) services emerging across the country in both rural and urban areas.

DRT is an on-demand service that sits in between a traditional bus and a taxi and adjusts its route and schedule dynamically to fulfil passenger trip requests[5]. DRT services tend to use smaller buses or minibuses and provide variable routes which are tailored to the users' needs. DRT services such as HertsLynx enable passengers to order and track a DRT vehicle from an app, which will also tell them the name of the driver and allow them to choose a pick-up point and reserve a seat.

The system is powered by technology which uses complex algorithms to match passengers travelling in the same direction, dynamically routing vehicles in real-time to determine the optimal route for their

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[3] Financial Times (2020) 'Car finance: is leasing the model choice?', https://www.ft.com/content/5bade183-622d-4e43-ab6f-62a8f92cf531

[4] Ipsos MORI (April 2020) 'Mobility as a Service – Acceptability Research', https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/925323/Mobility-as-a-Service-Acceptability-Report.pdf

[5] Intelligent Transport (Oct 2021) 'Delivering Demand-Responsive Transport in the West Midlands', https://www.intelligenttransport.com/transport-articles/128710/demand%E2%80%91responsive-transport-west-midlands/

trip. The system calculates the shortest and fastest routes, with a guaranteed fare and real-time information on time of departure and arrival is provided. Passengers are then picked up and dropped off by the bus in the order most convenient for them. Opportunities for establishing DRT services in Hertfordshire are currently being investigated.

How cars are powered is changing. Electric vehicles are increasing in popularity and it is predicted that even if fuel efficiency improves in more traditional petrol and diesel-powered vehicles, electric vehicles will be cheaper to own than conventional vehicles in the future.

Substantial investment will be needed in supporting infrastructure, most notably additional charging points at key destinations including employment areas, town centres, retail parks, supermarkets, within modified petrol filling stations or dedicated electric vehicle charging forecourts. In 2021, the UK Government published its Net Zero Strategy: Build Back Greener[6], which sets out the ambition to end the sale of new petrol and diesel cars and vans from 2030 and for all new cars and vans to be zero emission at the tailpipe from 2035. Hertfordshire County Council is developing an Electric Vehicle Strategy[7] to identify how to work with districts and boroughs to increase the provision of charging points.

The government expects the transition to ultra-low-emission vehicles to be industry and consumer led, supported by a range of government-led measures including increasing the supply and sustainability of low carbon fuels; taking steps to accelerate the adoption of fuel efficient motoring by company car drivers, businesses operating fleets and private motorists; consulting on reforms to the Vehicle Excise Duty to incentivise van drivers to make the cleanest choices when purchasing a new van; working with industry to develop an ultra-low-emission standard for trucks; and investment in research and development including the next generation battery technology.

New cars entering the market today already incorporate ever more advanced technology – sensors, parking assist systems, automatic braking – and manufacturers are exploring increased connectivity so that a vehicle's navigation system can detect available parking spaces and can communicate with traffic signals to optimise traffic flow.

Autonomous, driverless vehicle technology is being investigated across the world. The UK Government is actively exploring the potential opportunities and risks posed by this new technology. There have been several rounds of government funding in its Connected Autonomous Vehicles (CAV)[8]. Trials to test driverless cars on the streets are currently underway in places such as Milton Keynes and in Greenwich (London). Autonomous vehicles will help support the MaaS concept and could greatly increase social mobility particularly for those who cannot afford to own a car. The potential effects on mass transport, in particular local bus services, is unknown, and concerns about the technology's resilience, safety and insurance is still to be fully understood.

This all presents significant uncertainties going forward and clearly poses risks in terms of decisions that are made today, such as the type of transport improvements which are implemented, later

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[6] Net Zero Strategy: Build Back Greener (Oct 2021)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf

[7] Electric Vehicle Strategy Consultation | North Hertfordshire District Council (north-herts.gov.uk)

[8] UK Centre for Connected and Autonomous Vehicles https://www.gov.uk/government/organisations/centre-for-connected-andautonomous-vehicles

becoming obsolete if technology influences how people travel to such an extent that those transport improvements are no longer required or (conversely) are insufficient to meet future needs.

However, whilst it is important to ensure transport infrastructure is future proofed as far as possible, it is not feasible to hold off important decisions today and wait for new technologies to fully emerge and be adopted. Our current understanding of the impact and potential of new technologies is ever-changing. There is a need therefore to continue to plan based on the current toolkit of transport infrastructure intervention types.

Identifying Interventions

A hierarchical approach to defining interventions has been adopted for this GTP (described in Section 5). This means that small interventions are distinguished from large interventions. This is important because each intervention is likely to involve a different amount of work to take it from concept (today) to implementation (in the future). They may also present varying level of risks and therefore need different approaches to planning. The scale of impact may also vary which needs to be highlighted at this early stage.

It is also necessary to recognise how different interventions may relate to one another, how they may complement each other and how it may be necessary to deliver them in a particular sequence for reasons such as engineering feasibility, impact on people and places or obtaining funding.

Each intervention must not therefore be considered in isolation. Such an approach is overly simplistic as it could overlook or mask an important decision that needs to be made. For example, if 'Intervention X' is delivered ahead of 'Intervention Y', it may not be possible to implement 'Intervention Y' without 'Intervention X' needing to be removed or rebuilt which would be wasteful in terms of public resources, and disruptive to people's lives. Moreover, linkages between interventions and existing travel networks will be made at the time of delivery to ensure that isolated provision is minimised.

It is important to bear in mind that this is a strategic spatial transport plan. Interventions are identified at a very broad, conceptual level of detail. In practice, the composition of interventions and packages which are set out in this GTP may eventually be influenced by other factors which cannot be identified at this time.

This GTP however provides a broad framework for how a set of interventions could or should in principle be brought forward, and how and why they complement each other in terms of their intention to address a challenge.

GTP Intervention Hierarchy

For consistency with the other GTPs, proposed Interventions are categorised according to the GTP Intervention Hierarchy.

This distinguishes interventions as Projects, Linked Project Groups or Schemes which are combined together into Packages. Larger-scale Strategic Interventions which originate from outside of the GTP process are also considered as they may influence the Packages put forward.
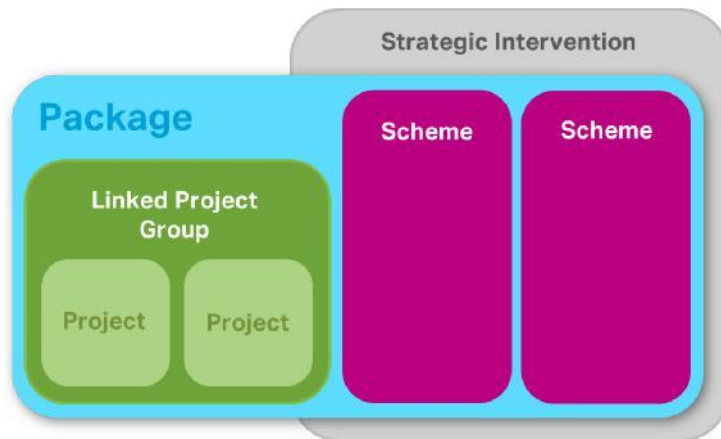
Figure 7 - GTP Intervention Hierarchy

Project

A project represents an individual, smaller-scale intervention that would impact quite a localised, distinct geographical area or apply to multiple geographical areas in a relatively minor way. For example, a Project could include:

- A discrete section of cycleway

- A new signalised crossing

- Minor road or junction redesign

- Additional bus stop/facility or cycling infrastructure points

Linked Project Group

A Linked Project Group represents a geographically related group of Projects that may impact a broader geographical area than an individual Project. The groups have flexibility in so much that Projects can be brought forward in isolation, in a programmed sequence, or at the same time. If individual projects are dropped, the overarching aim of the Linked Project Group would be weakened, however there should remain some benefit in bringing forward the remaining elements of the Linked Project Group, i.e. they are not so closely entwined that one Project cannot occur without another.

Linked Project Group examples could include:

- A collection of cycleway projects forming a network

- A set of non-motorised and public-transport interventions at a particular junction or along a distinct stretch of road

- A series of minor motorway junction redesigns at successive junctions.

Scheme

A Scheme is a medium-to-large scale intervention or study that would most likely impact a broader geographical area than a Project or apply to multiple geographical areas in a more significant way than a Linked Project Group. A Scheme could comprise of a single large intervention or a closely

related set of measures which would not be deliverable as separate projects. Scheme examples could include:

- Station redesigns or relocations with a less than major impact on the surrounding geographical area

- Town-wide bus service reconfigurations

- Long route or major road redesign

- Full motorway junction redesigns.

Package

A Package represents a collection of Schemes and Projects/Linked Project Groups, often within distinct geographical areas, that seek to solve or mitigate against a specific GTP challenge group. Schemes and Linked Project Groups may be assembled into packages for one or more overarching purpose related to the challenge groups, such as:

- Improving connectivity between two towns

- Generating more transport links along a particular corridor

- Reducing congestion within a town centre, neighbourhood or sub-area of a town such as a business park.

Strategic Interventions

Strategic Interventions are related to very large interventions or major decisions points. A number of prospective major, county-significant infrastructure interventions with the potential to affect the GTP area and beyond are defined exclusively at this level.

These interventions are <u>not</u> specifically proposed or endorsed as part of the GTP, however they are highlighted at this level because it is recognised that if they were taken forward through other plans such as the LTP or by bodies including National Highways and Network Rail, they could significantly influence decision making through the GTP.

Strategic Interventions are discussed in more detail next.

Strategic Interventions

In addition to the packages of interventions, there are several Strategic Interventions which are related to major decisions points which could be of local, regional or national significance.

A number of prospective major, county-significant infrastructure interventions with the potential to affect the Hertfordshire Eastern Area GTP area and beyond are defined at this level. These interventions are not specifically proposed or endorsed as part of the GTP, however they are highlighted at this level because it is recognised that if they were taken forward through other plans such as the LTP or by bodies including National Highways, Transport for London, DfT and Network Rail, they will significantly influence decision making through the GTP.

REGIONALLY & NATIONALLY SIGNIFICANT

Potential future expansion of London Stansted Airport will require strategic transport improvements and improved local multi modal links

Stansted Airport Expansion

WAML 4-tracking

Additional track capacity on the West Anglia Main Line which accomodate additional rail services and reduced crowding through Broxbourne area

REGIONALLY & NATIONALLY SIGNIFICANT

COUNTY SIGNIFICANT

New major east-west public transport route crossing Hertfordshire, linking Watford, Hemel with St Albans, Hatfield, Hertford, Harlow and Broxbourne.

HERT Hertfordshire Mass Rapid Transit

A120 Little Hadham Bypass

Now completed, it will reduce delays and congestion through Little Hadham village and improve connectivity to/from Stansted Airport.

HERTFORDSHIRE EAST SIGNIFICANT

A larger scale improvement to M11 J8 may be required in the longer term to help facilitate growth and provide better connectivity. This could include new A120 East to M11 North links

M11 J8 long term improvement

M11 Junction 7a

Expected to open in 2022. Will relieve capacity at M11 J7 and provide improved connectivity into Harlow plus facilitate new development

HERTFORDSHIRE EAST SIGNIFICANT

Figure 8 - Strategic Interventions

Nationally Significant Interventions

These interventions represent those which could be regarded as nationally significant or have the potential to impact more than one region.

The West Anglia Main Line currently comprises mainly 2 tracks between Cambridgeshire and Greater London, and this is considered to constrain capacity therefore it is not possible to provide additional rail services, including faster express-type services.

A West Anglia Task Force has been established to look at improving connections to Stansted and Cambridge from Liverpool Street and Stratford. The case for investment in **four-tracking the West Anglia Main Line** is seen to be an essential early stage of delivering Crossrail 2 and fulfils the aspirations to link Crossrail to Harlow.

In collaboration with Network Rail, TfL has been undertaking a high-level business case and technical review of potential interventions, including four-tracking, that could improve frequencies, reliability and journey times to unlock housing, jobs and economic growth along the West Anglia Main Line. The four-tracking scheme is unlikely to extend as far north as the Eastern GTP area however it will provide benefits in terms of faster journey times and increased rail frequencies which could benefit passengers using Sawbridgeworth and Bishop's Stortford railway stations.

There have been proposals to expand **Stansted Airport** for several years. The GTP has not been prepared on the basis that airport expansion comes forward, although the importance of the airport both in terms of facilitating travel and providing local employment is recognised. Given Stansted Airport has received consent to expand to 43 million passengers per annum, further investigations will be required to determine what additional transport improvement schemes are needed in the GTP area.

County Significant Interventions

These interventions represent those which are regarded as significant to the whole of Hertfordshire or multiple districts within Hertfordshire and neighbouring authority areas.

The **A120 Little Hadham Bypass** is completed and has helped remove through traffic and improve journey time reliability on the A120, while improving environmental and air quality in Little Hadham between the A10 at Puckeridge and Bishop's Stortford. In parallel with this GTP, HCC developed an **A414 Corridor Strategy** to identify the priorities for future transport investment along the key east-west corridor spanning the whole of Hertfordshire. The A414 crosses through the Eastern Area GTP area and is currently a very car dominated corridor.

The strategy is seeking has identified opportunities to improve alternative modes of travel, including investigations into a new cross-county **mass rapid transit system (HERT)** linking Watford, Hemel Hempstead, St Albans, Hatfield, Welwyn Garden City, Hertford, Ware, the Broxbourne Towns and Harlow. This new public transport route is needed because there is a lack of east-west public transport services therefore people needing to make journeys across Hertfordshire without using a car would need to use at least one bus service or take train services via London. The HERT system is currently being investigated further by Hertfordshire County Council with the development of an initial business case. This work will include a consideration of the infrastructure required to enable reliable journey times on the system, including in congested locations such as Hertford.

Harlow and Gilston Garden Town is a strategically significant sustainable development being brought forward in the South East of the county, designated as a Garden Town by the Ministry for Homes, Communities and Local Government in January 2017. It will when completed include the development of 23,000 new homes, including 11,000 in East Herts. Hertfordshire County Council have been working with Harlow Council, East Herts District Council, Epping Forest District Council, Essex County Council and Homes England to develop the Garden Town proposals and ensure it meets the ambitious targets of 60% sustainable modal share.

Hertfordshire Eastern Area Significant

These interventions represent those regarded as significant to the entire GTP area but external stakeholders / decision makers will be pivotal in bringing them forward.

Essex County Council is working with National Highways in implementing M11 Junction 7a, which will be an additional junction between Junction 7 and Junction 8, located to the north-east of Harlow. The junction is expected to open for traffic in 2022. It should relieve traffic congestion on M11 Junction 7 which is currently the only means of accessing the M11 from Harlow and also serves east-west movements along the A414 between Hertfordshire and Essex. The new junction will help facilitate planned housing and employment development and may also influence trip patterns in and around Harlow.

A set of improvements, promoted by Essex County Council, to M11 Junction 8 are already underway. These improvements are not anticipated to provide sufficient congestion relief at the junction in the very long term, therefore Essex County Council in conjunction with partnering stakeholders is currently exploring options for a longer-term improvement scheme. This could require far more substantial works than the current set of improvements, including potentially new direct links between the M11 North and A120 East that would enable traffic to bypass the Junction 9 traffic signal-controlled roundabout.

Harlow and Gilston Garden Town is a strategically significant sustainable development being brought forward in the South East of the county, designated as a Garden Town by the Ministry for Homes, Communities and Local Government in January 2017. It will when completed include the development of 23,000 new homes, including 11,000 in East Herts. Hertfordshire County Council

have been working with Harlow Council, East Herts District Council, Epping Forest District Council, Essex County Council and Homes England to develop the Garden Town proposals and ensure it meets the ambitious targets of 60% sustainable modal share.

Proposals

Before introducing the proposed intervention packages, which make up a large part of the GTP, it is important not to overlook the broader set of principles or measures which will be required to help ensure the hard infrastructure type interventions put forward in this GTP are successful.

A set of area wide interventions and principles are described below. These are considered to be essential accompaniments to the (mostly) hard infrastructure interventions which make up the Packages described later in this paper. These behavioural change measures are aimed at supporting the delivery of positive change on Hertfordshire's transport network, helping to maximise the use of planned new infrastructure while addressing current and future growth and transport challenges.

Sustainable Travel Towns

The sustainable travel town programme is introduced in LTP4. This is a comprehensive package of schemes and behaviour change initiatives aimed at achieving a significant modal shift to non-car modes and reduction in single occupancy car use. Improvements could include improved cycling, walking and passenger transport infrastructure and service levels, in combination with initiatives such as travel planning and marketing. The application of Park and Ride and other parking demand management approaches, including resident-only parking permits where appropriate (and agreed in discussion with local residents), should also be considered as these would complement other improvements in passenger transport, and improved provision for sustainable modes in the towns. Within LTP4, there are key objectives with evidence detailed. Examples of objectives within different themes are detailed below:

- Enhance connectivity between urban areas in Hertfordshire
- Enhance journey reliability and network resilience across Hertfordshire
- Reduce carbons emissions
- Make journeys and their impact safer and healthier
- Improve access and enable participation in everyday life through transport

Many of the packages put forward in this GTP align with the Sustainable Travel Town concept and will need to be accompanied broader measures rolled out across the GTP area to encourage behaviour change.

Local Planning Authorities will liaise with HCC and bid for towns in their authority areas to become Sustainable Travel Towns. It is possible that one or more of the towns in this GTP area will become a Sustainable Travel Town in the future.

The following set of area-wide interventions is for guidance only, to be considered in conjunction with Local Plan and LTP policies.

Local Cycling and Walking Infrastructure Plans

The Department for Transport (DfT) sets out technical guidance for Local Authorities on Local Cycling and Walking Infrastructure Plans[9]. The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development

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[9] Local Cycle and Walking Infrastructure Plans -
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cyclin g-walking-infrastructure-technical-guidance-document.pdf

- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Local Authorities are required to develop a LCWIP for their area in line with the LCWIP Technical Guidance for Local Authorities. At the time of writing St Albans District and Welwyn Hatfield Borough are producing LCWIPs in discussion with HCC. It is expected that these LCWIPs will draw from but also add to walking and cycling proposals set out in this GTP. LCWIPs are intended to identify infrastructure measures, which will need to be developed in line with LTN 1/20 Cycle Infrastructure Design.[10]

Enhanced Bus Partnership

The Intalink Enhanced Partnership involves bus companies and local authorities working more closely together to improve the bus networks within and between the Hertfordshire towns. Key plans for the partnership include giving buses priority on congested roads and measures such as:

- Prioritising bus and coach services in traffic
- Improving the image of bus travel
- Upgrading bus infrastructure
- More closely integrating the bus network
- Making smarter use of data and information

The Enhanced Partnership builds on the work done by the existing Intalink Partnership, a unique collaboration between Hertfordshire County Council, bus and rail operators and local districts and councils. It has been established in Hertfordshire for over 20 years. The partnership has been successful in improving the experience of bus passengers and in making public transport a more attractive option by delivering a range of publicity and information, digital communications including a website, mobile ticket app and multi-operator ticketing schemes.

Hertfordshire County Council has published its Intalink Bus Strategy 11 and Bus Service Improvement Plan12 which sets out the county council's proposals to prioritise bus services in traffic, improve the image of bus travel, upgrade bus infrastructure, better integrate the network and apply a smarter approach to the use of data and information.

Given the importance of bus services in the local area, further investigations are likely to be required to identify wider scale improvements along corridors and across towns in this GTP area. An Enhanced Partnership bus priority feasibility study has already commenced for St Albans, and the towns of Welwyn Garden City and Hatfield are also considered key priorities for similar studies in the future. Specific interventions which may have an influence on bus services in these towns which are presented in this GTP will need to be considered in the context of any future feasibility study or studies to be undertaken in line with the Enhanced Partnership's aims and objectives.

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[10] LTN 1/20 Cycle Infrastructure Design 2020 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

[11] Hertfordshire County Council – Intalink Bus Strategy https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/intalink-bus-strategy-september-2019.pdf

[12] https://www.intalink.org.uk/bus-service-improvement-plan

Area Wide Interventions

Area wide interventions, especially in relation to behavioural change, are required for a more cohesive delivery of sustainable and accessible development. The following interventions are considered to support the GTP.

Ensure sustainable transport access to developments

New developments should be designed in line with Local Plan policies to support travel by walking, cycling and public transport. Direct walking and cycle routes should be included to connect to existing and planned walking and cycle routes on the fringes of the development site, knitting new development into existing active travel infrastructure. In larger

developments, a suitable corridor for bus access should be provided, designed to harmonise with existing and planned bus services. Consultation with bus operators will be required in ensuring that the highway network within the development facilitates efficient bus service performance. Any changes or improvements to bus services need to be developed in line with the Intalink Bus Strategy and BSIP and will most likely require monetary contributions from developers. Walking and cycling routes should be as direct as possible to existing key services, schools, shops and local public transport services.

Develop a network of electric vehicle charging points

Towns and neighbourhood centres within the plan area should develop a network of public electric vehicle charging points in line with projected demand, in order to enable the uptake of electric vehicles. The location and number of sites required will require further study into likely demand patterns, which may be undertaken in cooperation with vehicle charging network operators. Hertfordshire County Council is currently developing an Electric Vehicle Charging Infrastructure Strategy and will work with the local authorities and with the industry to monitor the uptake of electric vehicles across the county and identify where the provision of additional charging points can be optimised.

Car clubs

The provision of car clubs, including car clubs using electric vehicles and floating car clubs, is to be developed to encourage HCC to require them for developments in all locations where there is likely to be sufficient demand from residents and employees. Car clubs play an important role in enabling sustainable travel choices by reducing the need for vehicle ownership. Reduced vehicle ownership allows residents greater flexibility in travel mode choice by reducing sunk costs for travel. Existing car clubs such as the University of Hertfordshire's CarPlus-BikePlus scheme and Herts Liftshare could be used as templates for expansion or replication in other parts of the county. The provision of car clubs should be considered in conjunction with current parking standards and provision.

Area-wide wayfinding

Encourage and adopt coherent wayfinding strategies and programmes across town centres, neighbourhoods and key movement corridors with the aim of promoting walking and cycling trips and improved, more sustainable access to public transport services

Improved information and wayfinding at bus stops

Work with operators to provide improved information at bus stops; including real time information, route maps and local area maps (if appropriate) in order to make it easier for bus users to navigate. Any measures should align with the Actions set out in HCC's Intalink Bus Strategy, in particular Actions 7, 11 and 12.

Integrated Transport Planning

Support the establishment of a London Capital Region Transport Body, or other administrative structure which will allow greater integration of transport and land use planning between Local Authorities, support multi-modal planning and enable integrated ticketing across Hertfordshire and surrounding areas, including London. In addition, create an integrated ticket area with London to allow easier interchange between modes.

The County Council and the majority of Bus Operators in Hertfordshire have been members of a voluntary quality partnership, Intalink, for 20 years. This partnership has led to various achievements, including multi-operator ticketing and extensive roadside publicity covering almost all bus stops in the county, some of which also have real time passenger information displays utilising data from Bus Operators' systems. Following new powers introduced by the 2000 Act (as amended by the 2017 Act), the partnership has been extended into an Enhanced Partnership which now offers the benefits to the travelling public and wider community which could not be achieved with a voluntary arrangement. The principal objectives will be those contained in the Enhanced Partnership Plan and Scheme, in support of its LTP4 include prioritising bus and coach services in traffic; improving the image of bus travel; upgrading bus infrastructure; closer integration of the bus network; and smarter use of data and information 13. HCC is also working in close collaboration with Intalink partners in identifying bus-priority interventions on key routes. Town Bike Share Schemes

Implement bike share schemes in larger towns with bike locations at train stations and town centres. HCC are now working with districts and boroughs to identify suitable local solutions.

Temporary Road Closures

Implement temporary closures of roads to coincide with special events or to promote more sustainable travel behaviour. Liaise with the emergency services, local communities and bus/coach operators prior to implementing temporary closures.

Parking at railway stations

There should be a presumption against additional car parking at railway stations except where a need has been demonstrated with evidence and agreed between all relevant stakeholders. Any additional parking should incorporate dedicated spaces for electric vehicles and potentially high occupancy vehicle spaces if sufficient monitoring systems can be put in place. The current extent and effectiveness of Controlled Parking Zones around stations needs to be reviewed in the context of potential increases in travel demand. (See LTP4 Policy 4: Demand Management). The local authorities will need to work with Network Rail and the train operating companies to investigate any changes to parking at stations.

Parking in new developments

The number of parking spaces to be provided within new developments needs to be in line with the standards set out in local guidance. Where practical and appropriate to do so, a reduced number of spaces should be considered, particularly in developments close to town centre locations. Any proposals to change parking, notably at public car parks, would need to be discussed and agreed by East Herts Council as they have responsibility for setting parking standards.

Parking in Town Centres

Many town centres depend on sufficient provision of car parking to cater for visitors and employees. Any proposals to increase overall provision of spaces should however consider the future demand for car travel as well as the relationship to other GTP proposals which aim to encourage more sustainable travel. Car park tariffs are also a key consideration which can influence when and where people choose to park. Any proposals to change parking, notably at public car parks, would need to be discussed and agreed by East Herts Council as they have manage the majority of public car parks.

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[13] Intalink Enhanced Partnership Plan and Scheme and Bus Service Improvement Plan, Hertfordshire County Council - https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transportplanning/transport-policy-and-supporting-strategies.aspx and https://www.intalink.org.uk/bus-service-improvement-plan

Parking on roads

There should be a presumption against providing additional parking on roads. Where there is opportunity to re-evaluate the place and movement function of a road or corridor, consideration could be given to reviewing the provision of on-road parking spaces in consultation with local residents and businesses. Where any reduction in on-road parking provision is proposed, consideration should be given to the opportunities this could afford to improving conditions for cyclists, pedestrians and the efficient movement of bus services. The details of such measures, however, are not included in this GTP and will be considered as part of other mechanisms, such as the Hertfordshire Local Cycling and Walking Infrastructure Plan (LCWIP)14 and Sustainable Travel Town Programme (STT).

Parking Surveys

Review the role/use of residents parking zones for Monday-Friday 9-5 working hours to support local businesses; on nearby streets where on street parking loss on main routes is proposed to achieve more reliable bus journeys/active travel, to see how proposed interventions will impact current and future parking conditions within the GTP area.

20mph speed limits

The introduction of 20mph areas has been shown to encourage the uptake of active travel within an area and Hertfordshire County Council's adopted Speed Management Strategy (SMS) sets out a framework to identify areas which may be suitable for 20mph limits and additional funding has been secured to implement these more widely across the county. The SMS also states that 20mph speed limit areas will be implemented, if the environment allows, where new schools are proposed and states that the physical design of new residential developments should encourage motorists to drive at 20mph or less.

Active Travel Infrastructure

Active travel encourages the movement of pedestrians through physical activity, such as walking and cycling, to travel between places as an alternative to motorised transport. The encouragement of active travel will improve health, quality of life, and the environment in the areas it is implemented. Active travel is encouraged by maintaining existing and providing additional pedestrian facilities, such as widened footways, pedestrian crossings, safe and secure cycle storage, and other measures to ensure pedestrians have safe and accessible travel routes.

Hertfordshire's Rights of Way network will continue to play a vital role in connecting places and enabling people to walk. Hertfordshire County Council is developing a new Active Travel Strategy and the Rights of Way Improvement Plan sets out the county's approach to retaining and improving the Public Rights of Way Network [14].

Travel Planning

Travel Plans are an important tool in Hertfordshire County Council's strategy to achieve the goals and objectives set out in Local Transport Plan 4. Travel Plans are required by planning authorities for a wide range of development proposals, including commercial, educational institutional and residential developments.

A Travel Plan is a long-term management strategy for an organisation or site which seeks to deliver sustainable transport objectives, and which is regularly reviewed. Travel Plans are unique to each development and identify a package of measures for a specific location to improve accessibility and encourage use of sustainable modes of travel.

Travel Plan implementation is an ongoing process requiring regular monitoring, review and adjustment to ensure agreed objectives are delivered.

Travel Plans should be produced to support all developments generating significant amounts of movement and/or where other local circumstances make one necessary. Travel Plans may also be

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[14] Rights of Way Improvement Plan 2017 – Hertfordshire County Council - https://www.hertfordshire.gov.uk/services/recyclingwaste-and-environment/planning-in-hertfordshire/transport-planning/transport-policy-and-supporting-strategies.aspx

advantageous for changes in occupier or land-use involving a new set of travel patterns, particularly where the previous occupants did not have a Travel Plan. They can also be prepared on a voluntary basis.

Travel Plans will be required for all development proposals exceeding the county council's thresholds15, and in other circumstances where local factors make one necessary.

Travel Plan measures could include incentives for people to travel more sustainably including free bus tickets for a limited period and vouchers towards the purchase of cycle equipment, as well as provision of information including cycle maps.

Development Travel Planning

Travel plans will be required for new developments following HCC guidance.

School Travel Planning

School travel plans are a proven method to achieve reduced car use and increase active travel among young people. They can be voluntary or secured through the planning process. However, increase in journey length for education trips is making it harder to achieve modal shift away from cars.

Nevertheless, it should remain a priority to continue and enhance school travel planning across the plan area. Emphasis should be placed on travel planning for schools in the local vicinity of the interventions listed below which have a focus upon improving walking, cycling and public transport routes.

Particular attention should also be given to engaging with secondary schools, including those with large catchment areas, to determine how the proportion of pupils travelling to/from school on foot, by bike, by bus as part of a car share (as opposed to travelling individually by car) can be encouraged and linked to the educational programme. Travel plan guidance for schools is currently being updated.

Travel Plans could also be considered alongside measures such as increased parking restrictions (whilst ensuring sufficient spaces are retained for disabled people), reduction in speed limits, banned turns for vehicles during school opening and closing times etc. (See LTP4 Policy 3: Travel Plans and Behavioural Change). Additional school travel planning interventions and successful case studies are set out in Hertfordshire's Sustainable Modes of Travel Strategy (SMoTS) for schools and colleges.

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[15] Hertfordshire County Council Travel Plan Guidance – March 2020

EA GTP Proposals

This section of the report describes the Interventions put forward in the EA GTP. This is the culmination of Tasks 2, 3 and 4 described in Section 3 of the report.

The tables below provide a brief snapshot of the Interventions and Packages proposed.

Table 3 - EA GTP number of interventions and packages

Projects	**145**
Schemes	**111**
Linked Project Groups	**12**
Packages	**33**

The GTP has been developed over a number of years. Both prior to and following public consultation, changes were made to the interventions, with some interventions being removed, merged with other interventions or new interventions inserted.

The 33 packages are described under the following headings:

Table 4 - EA GTP Package Groups

Packages	Package Group / Area
PK1-20	Bishop's Stortford
PK21-25	Bishop's Stortford to other towns
PK26-31	Sawbridgeworth
PK32-33	Connections to Harlow

Under the group headings, each package is described in turn by:

- Name

- Headline - stating what the package is intended for

- A few bullet points highlighting key features of the package

- Summary table which shows the interventions and intervention category (IC).

More detailed information of interventions including estimated costs, timescales, locations and assessment against the LTP4 objectives is contained in Appendix B.

A short discussion on the packages is provided at the end of each group section.

Bishop's Stortford

The following packages have been defined for the town of Bishop's Stortford. Packages 1-20 are consistent with the Bishop's Stortford Transport Options report.

Table 5 - Bishop's Stortford Packages (PK1 to PK20)

Packages	Package Group / Area
PK1	Prioritising Pedestrians and Cyclists in the Town Centre
PK2	Cycle into the Centre
PK3	Station Area Improvements
PK4	Cycle to the Station
PK5	North-South River Corridor
PK6	Eastern Cycle Corridor
PK7	Bishop's Stortford-Stansted Airport Cycle Connectivity
PK8	Bishop's Stortford Eastern Schools Mode Choice
PK9	Havers-Town Centre Low Car Corridor
PK10	Northgate Primary School Mode Choice
PK11	Thorley Area Schools Mode Choice
PK12	Enhanced Footway Routes to St Joseph's and St Mary's Catholic Schools
PK13	Western Edge Sustainable Travel Choices
PK14	B1004 Rye Street Sustainable Travel Corridor
PK15	Bishop's Stortford South and the B1383 Corridor
PK17	Thorley Bus Accessibility
PK18	Town Centre Traffic Movements
PK19	Town Centre Traffic Management
PK20	Town Centre Car Parking Management

Bishop's Stortford is a town in Hertfordshire, situated just west of the M11 motorway. The main east-west route through Bishop's Stortford is the A1250, running from the M11 in the east, through to where the A120 joins the A1184 in the west. Crucially, the town is bypassed to the north, west and south by the A120 and A1184 therefore relieving some pressure on roads within the town itself.

There are however congested routes within Bishop's Stortford including the A1250 Dunmow Road, A1060 London Road and B183 Stansted Road, particularly focused around the Hockerill Junction.

Bishop's Stortford has a railway station located centrally within the town, which provides services towards Stansted Airport, Harlow, London and Cambridge.
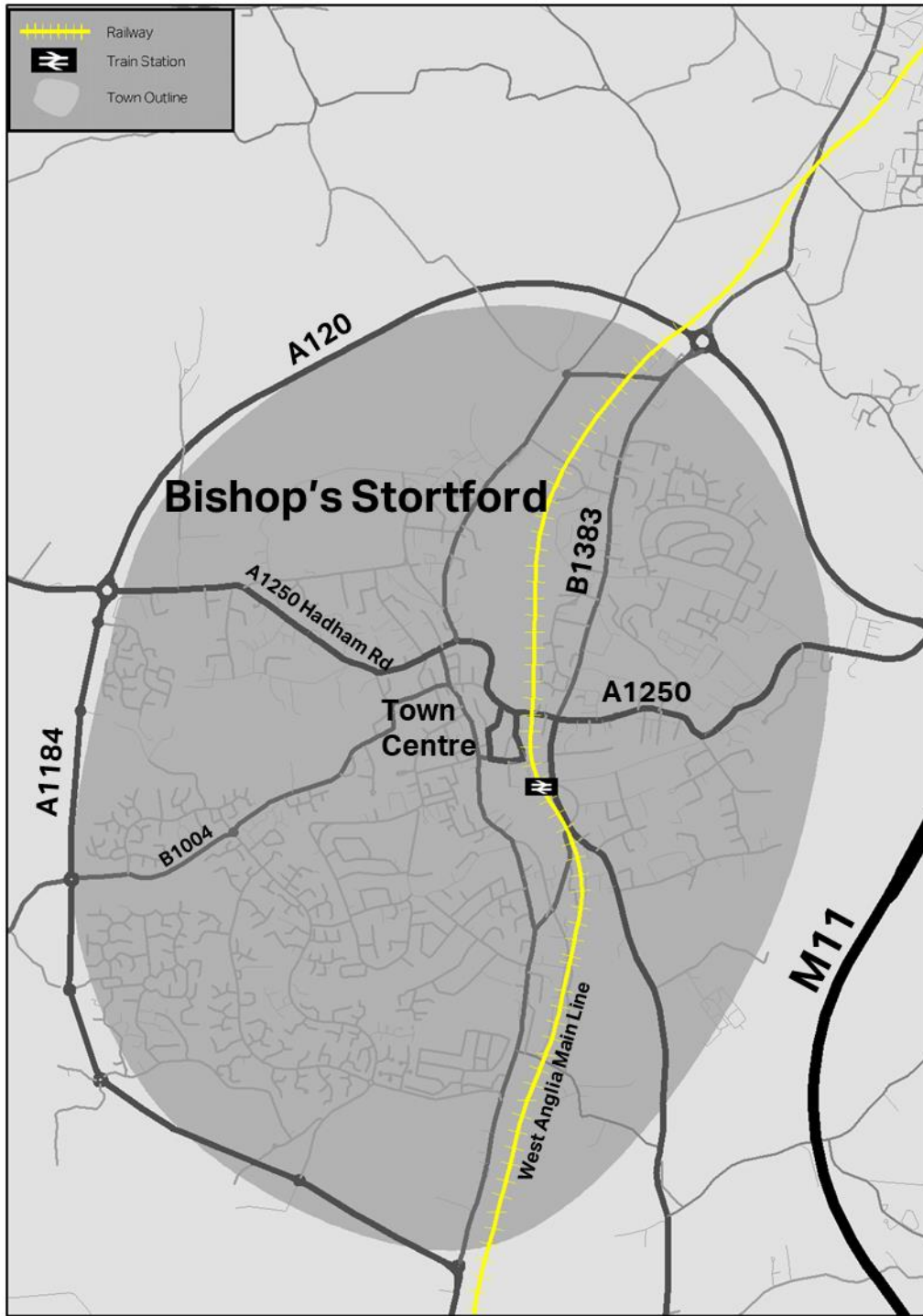
Figure 9 - Map of Bishop's Stortford

PK1– Prioritising Pedestrians and Cyclists in the Town Centre

The overarching aim of Package 1 is:

Reclaiming streets for pedestrians and cyclists within the heart of the town centre with restrictions and reduced road space for motorised vehicles.

The Package consists of:

- Permanent or part-time closure to through-traffic on South Street and Potter Street (except for access and buses)

- Clusters of cycle stands on key corridors leading into the main shopping area

- Attractive and unified wayfinding signage at key locations within the town centre area

The full schedule of interventions is shown in the table below.

Table 6 – PK1 - Prioritising Pedestrians and Cyclists in the Town Centre

Linked Projects	ID	Name	Description
	PR17	Bridge Street (east) improvement	Increase walking mode share through improve pedestrian facilities on Bridge Street. (IC22)
LP18	**PR55**	Footway/ crossing enhancement –Windhill / High Street adjacent to St. Michael's Church	Provision of a new crossing on Windhill just west of St Michael's Church to increase walking mode share. (IC9)
	PR61	North Street Streetscape enhancement	Increase walking mode share by applying a 20mph speed limit and enhancing the streetscape on North Street to mimic South Street/Potter Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC22)
	PR119	Micromobility Parking and Charging Facilities on Link Road	Improve secure and covered cycle parking accessibility and potentially the provision of e-bike and e-scooter charging facilities by reallocating car park space to cyclists at Link Road (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the

Linked Projects	ID	Name	Description
			need and feasibility for charging facilities for e-scooters) (IC2)
	PR151	Dane Street walking and cycling route	Pedestrian and cycle friendly route between the station to the south of the site along Dane Street towards new crossing over Stort. (IC22)
	PR152	Millennium bridge access	Increase walking and cycling mode share by improving access to the 'Millennium bridge' over the River Stort from Southmill Road and the station/Goods Yard development area. (IC22)
	PR153	Station Road walking and cycling permeability	Improve permeability for walking and cycling. (IC22)
	PR155	Implementation of green routes	Increase place function through implementation of coherent green routes linking green spaces and key destinations within the town. (IC23)
	PR156	Improved pedestrian access to station	Improve pedestrian access to the eastern entrance of Bishop's Stortford station. (IC22)
	PR157	Promote available sustainable options in the town centre	Promote the available public transport services and active travel routes in the town centre of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR301	Micromobility charging points at the railway station	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
LP7	PR18	Jackson Square micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at/close to entrance to Jackson Square on Bridge Street. (IC2)
LP7	PR63	Apton Road micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter

Linked Projects	ID	Name	Description
			charging facilities at the Apton Road car park. (IC2)
LP7	**PR66**	Windhill micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities on Windhill. (IC2)
LP7	**PR67**	South Street micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities on South Street close to the junction with Station Road and Newtown Road. (IC22)
	SM3	Town Centre way finding	Improve the place function of the town centre and increase active travel mode share by installing wayfinding and interpretation signs at key routes and gateways. (IC23)
	SM4	Bus Interchange and station forecourt enhancement	Improve PT linkages by improving the bus interchange and railway station forecourt. (IC10)
	SM5	Station Road improvement (west of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)
	SM17	South Street and Potter Street car and motorcycles prohibited (except for access, buses and taxis)	Reduce dominance of car travel by restricting motor vehicles (except for access) on South Street and Potter Street. (IC22)
	SM154	Improved walking and cycling connection from towpath to station/town centre	Improve connection from towpath to bus & railway stations and town centre. (IC22)
	SM158	Improved sustainable transport provision in the town centre	Improve the sustainable transport provision in the centre of Bishop's Stortford to encourage an uptake in sustainable travel and improve air quality. (IC15)

PK2 – Cycle into the Centre

The overarching aim of Package 2 is:

Attractive, signed cycle routes and safe, secure parking for bicycles at convenient locations on key gateway routes into the town centre.

The Package consists of:

- Clusters of covered cycle stands on North Street, Bridge Street, South Street, Acton Road and Windhill capturing cyclists as they travel towards the main shopping area on key gateway routes

- Footway/crossing improvements at the junction of Windhill and Bells Hill

- Towpath improvements approaching the town centre

The full schedule of interventions is shown in the table below.

Table 7 – PK2 - Cycle into the Centre

Linked Projects	ID	Name	Description
	PR17	Bridge Street (east) improvement	Increase walking mode share through improve pedestrian facilities on Bridge Street (IC22)
	PR30	Parsonage Lane cycle route	Cycle route between B1383 and A1250 to increase cycle mode share, including linkages to Grange Paddocks. (IC22)
	PR35	River Stort Towpath upgrade - Grange Paddocks to The Causeway (Town Centre)	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations (IC22)
	PR41	Warwick Road cycle route	Cycle provision with improved linkages at Haymeads Lane. (IC22)
	PR60	Towpath to Link Road cycleway	Promoting the River Stort's place function and increasing walking and cycling mode share through conversion of the existing footway into a shared-use footway/cycleway. (IC22)
	PR61	North Street Streetscape enhancement	Increase walking mode share by applying a 20mph speed limit and enhancing the streetscape on North Street to mimic South Street/Potter Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR65	Bishop's Park/Dane Park-Windhill cycle route	Upgrade of footpath 12 and adjoining footpaths to facilitate movements by bike between Bishop's Park, Dane Park and the town centre, St Joseph's and St Mary's Roman Catholic schools and onwards to the station. (IC22)

Linked Projects	ID	Name	Description
	PR88	Wayfinding - west of Bishop's Stortford	Improve wayfinding in west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Tesco supermarket and Bishop's Mead Community Centre, St Michaels Mead Community Centre, Thorley Neighbourhood Centre and local schools (e.g. Hillmead Primary School). (IC23)
	PR92	Wayfinding - southwest of Bishop's Stortford	Improve the wayfinding between key locations in the southwest of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
	PR97	Wayfinding - east of Bishop's Stortford	Improve the wayfinding between key locations in the east of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
	PR113	Wayfinding - south of Bishop's Stortford	Improve the wayfinding between key locations in the south of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
	PR119	Micromobility Parking and Charging Facilities on Link Road	Improve secure and covered cycle parking accessibility and potentially the provision of e-bike and e-scooter charging facilities by reallocating car park space to cyclists at Link Road (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	PR122	Wayfinding - northeast of Bishop's Stortford	Improve the wayfinding between key locations in the northeast of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
LP7	**PR18**	Micromobility charging points at Jackson Square shopping centre	The provision of secure and covered e-bike and e-scooter parking and charging facilities at or close to the entrance to Jackson Square shopping centre on Bridge Street. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire.

Linked Projects	ID	Name	Description
			Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
LP7	**PR63**	Micromobility charging points at Apton Road car park	The provision of secure and covered e-bike and e-scooter parking and charging facilities at the Apton Road car park. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
LP7	**PR66**	Micromobility charging points on Windhill	The provision of secure and covered e-bike and e-scooter parking and charging facilities on Windhill. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
LP7	**PR67**	Micromobility charging points on South Street	The provision of secure and covered e-bike and e-scooter parking and charging facilities on South Street close to the junction with Station Road and Newtown Road. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
LP18	**PR14**	Footway/ crossing enhancement in the vicinity of Windhill-Bells Hill junction	Provision of a new crossing on Windhill south of Bells Hill roundabout to increase walking mode share (IC9)
LP18	**PR55**	Footway/ crossing enhancement –Windhill / High Street adjacent to St. Michael's Church	Provision of a new crossing on Windhill just west of St Michael's Church to increase walking mode share (IC9)
	SM15	A1250 Dunmow Road cycle route	Increasing cycle mode share through cycle provision alongside the A1250 Dunmow Road between the junction with Haymeads Lane and the junction with Parsonage Lane to the Hertfordshire county boundary. (IC22)

Linked Projects	ID	Name	Description
	SM100	Revise speed limits - northwest of Bishop's Stortford	Reduce speed limits in the northwest of Bishop's Stortford to improve safety for pedestrians and cyclists. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	SM120	Walking and cycling provision at the Hockerill junction	Improve walking and cycling provision at Hockerill junction. Further investigations will also be required on the movement and prioritisation of traffic in light of air quality issues at this location. (IC22)
	SM121	Cycle provision between the north of Bishop's Stortford and the town centre	Improve cycling provision from the north of Bishop's Stortford into the town centre (IC22)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)

PK3 – Station Area Improvements

The overarching aim of Package 3 is:

A package of interventions, some of which form part of the Goods Yard planning application, to help ensure the large-scale town centre housing-led development is attractive, accessible and sustainable, and that its transport impact is appropriately mitigated and opportunities to facilitate more sustainable travel are maximized.

The Package consists of:

- An enhanced bus interchange to reduce severance for pedestrians and cyclists between the station and the town centre and to improve waiting facilities

- Improved pedestrian and cycling provision on Station Road, with links to an improved River Towpath, to enhance linkage between the town centre and railway station

- Deliver sustainable travel improvements which complement the enhanced bus interchange which has been delivered as part of a new development

The full schedule of interventions is shown in the table below.

Table 8 – PK3 - Station Area Improvements

Linked Projects	ID	Name	Description
	PR301	Micromobility charging points at the railway station	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	SM4	Bus Interchange and station forecourt enhancement	Improve PT linkages by improving the bus interchange and railway station forecourt. (IC10)
	SM5	Station Road improvement (west of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)
	SM7	Station Road improvement (east of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)
	SM8	Dane Street improvement	Increase walking and cycling mode share by enhancing pedestrian and cyclist facilities on Dane Street. (IC22)
	SM12	A1060 Hallingbury Road-B1383 London Road-Crescent Road junction improvement	An improvement to the junction to improve safety for pedestrians crossing the road and cyclists moving through the junction. (IC7)
	SM114	Station interchange improvement	An improved passenger transport interchange at Bishop's Stortford railway station (IC10)
	SM115	Walking and cycling route via Anchor Street	Pedestrian and cycle routes from Goods Yard to town centre and station via Anchor Street. (IC22)

PK4 – Cycle to the Station

The overarching aim of Package 4 is:

A core cycle route between Thorley and Havers neighbourhoods and the railway station.

The Package consists of:

- Upgrade of the footpath running alongside the Bus Link between Villiers-sur-Marne Avenue and Piggotts Way to facilitate cycle movements

- A signed off-road cycle route along Elizabeth Way

- A signed on-road cycle route along Havers Lane with off-road crossing provision at a modified South Road-Southmill Road junction

The full schedule of interventions is shown in the table below.

Table 9 – PK4 - Cycle to the Station

Linked Projects	ID	Name	Description
	PR20	Havers-Station cycle route	Increasing cycle mode share through improved cycle provision connecting the area around Havers Lane with the River Stort ped/cycle bridge (IC22)
	PR46	Thorley Area 20mph speed limit	Increasing cycle mode share and reducing traffic speeds by applying 20mph speed limit on roads in the Thorley Area (excluding Friedberg Avenue and Villiers-Sur-Marne Avenue). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR51	Improved walking and cycling provision along Thorley Bus Lane, Villiers-Sur-Marne Avenue, Piggotts Way and Elizabeth Road	Increasing cycling and walking mode share through improved cycle and walking provision around the area of Villiers-Sur-Marne Avenue and Elizabeth Road (IC22)
	PR56	Havers 20mph zone	Improve walking and cycling safety through 20mph zone covering all roads in the Havers area, including Havers Lane, Elizabeth Road, Piggotts Way, Scott Road (and adjoining cul-de-sacs). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle

Linked Projects	ID	Name	Description
			route. (IC22) (Note: this intervention also features in the SE GTP as SM512)
	SM90	Whittington Way and Friedberg Avenue walking and cycling provision	Improve walking and cycling provision on Whittington Way and Friedberg Avenue, including widened footways, provision of additional footways where they are not currently provided to reduce the need for pedestrians to cross back and forth or walk along the grassed verges, and introducing additional dropped kerbs with tactile paving. Consider opportunities for improving dedicated facilities for cyclists (where feasible) including segregated provision or additional signage and markings. (IC22)
	PR91	Micromobility Parking and Charging Facilities in southwest Bishop's Stortford	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Thorley Neighbourhood Centre, Thorley Wedge park (possible multiple locations across the linear park including near to playground sites) and Tesco Express Havers Lane and Havers Community Centre (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters). (IC2)
	PR92	Wayfinding - southwest of Bishop's Stortford	Improve the wayfinding between key locations in the southwest of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
	PR301	Micromobility charging points at the railway station	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC11)

PK5 – North-South River Corridor

The overarching aim of Package 5 is:

A rejuvenated and better connected and more accessible River Stort to provide an attractive north-south corridor for walking and cycling trips between Bishop's Stortford North, the town centre and Rushy Mead.

The Package consists of:

- Upgrade to the tow path alongside the River Stort, wide enough to accommodate both pedestrians and cyclists as well as seating and other landscape improvements

- New / improved links to key routes crossing the river including Station Road, London Road and The Causeway which are step-free and well sign-posted

- A more uninterrupted route providing seamless journeys on foot and by bike

The full schedule of interventions is shown in the table below.

Table 10 – PK5 – North-South River Corridor

Linked Projects	ID	Name	Description
	PR32	River Stort Towpath upgrade – Northern Gateway (North)	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between A120 and Michaels Road. (IC22)
	PR33	River Stort Towpath upgrade – Northern Gateway (South)	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between Michaels Road and Cannon's Mill Lane. (IC22)
	PR34	River Stort Towpath upgrade - Cannons Mill Lane to Grange Paddocks	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between Cannon's Mill Lane and Grange Paddocks Leisure Centre. (IC22)
	PR35	River Stort Towpath upgrade - Grange Paddocks to The Causeway (Town Centre)	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations. (IC22)
	PR36	River Stort Towpath upgrade - The Causeway (Town Centre) to Station Road	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations (IC22)

Linked Projects	ID	Name	Description
	PR37	River Stort Towpath upgrade - Station Road to London Road	Increase walking and cycling along the towpath and improve user experience, including upgrades such as renewed surfacing, widening, additional seating and signage.... (IC22)
	PR38	River Stort Towpath upgrade – Southern Gateway	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between B1383 London Road and Rushy Mead Nature Reserve. (IC22)
	PR60	Towpath to Link Road cycleway	Promoting the River Stort's place function and increasing walking and cycling mode share through conversion of the existing footway into a shared-use footway/cycleway. (IC22)
	PR301	Micromobility charging points at the railway station	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	PR302	Micromobility charging points at Grange Paddocks Leisure Centre	The provision of secure and covered e-bike and e-scooter charging facilities at Grange Paddocks Leisure Centre where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	SM5	Station Road improvement (west of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)

PK6 – Eastern Cycle Corridor

The overarching aim of Package 6 is:

Improve connectivity to the station and town centre by bike from eastern and north-eastern parts of Bishop's Stortford by providing new signposted off-road routes, or on-road on quieter roads, with cycle parking at key destinations.

The Package consists of:

- New off-road cycle route alongside the A1250 Dunmow Road

- Improved link between Thorn Grove and Beldams Avenue

- Improved crossing on London Road adjacent to the station to facilitate cycle movements

The full schedule of interventions is shown in the table below.

Table 11 – PK6 - Eastern Cycle Corridor

Linked Projects	ID	Name	Description
	PR19	Station cycle parking	Increase cycle mode share through new cycle parking on eastern side of Bishop's Stortford station. (IC2)
	PR39	Beldams-Thorn Grove Cycle Link	Increase cycle mode share by improving the cycle route between Dimsdale Crescent and Thorn Grove/Cavell Drive. (IC22)
	PR40	Warwick Road-Pine Grove-Avenue Road- Crescent Road-Gilbey Avenue-Pine Grove- Thorn Grove 20mph speed limit	20mph speed limit applied to area around Warwick Road, Pine Grove-Avenue Road, Crescent Road, Gilbey Avenue, Thorn Grove, Sycamores, Lime Park. This is to provide a safer environment to encourage more walking and cycling. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR41	Warwick Road cycle route	Cycle provision with improved linkage at Haymeads Lane end. (IC22)
	PR42	A1060 London Road – station crossing improvement	Facilitate cycle movements by improving approach to signal-controlled crossing on London Road from Warwick Road (IC9)
	PR54	A1060 London Road – new signal-controlled crossing north of Grange Road	A new puffin crossing arrangement to the north of Grange Road to improve facilities for walking

Linked Projects	ID	Name	Description
			and cycling to support uptake of these modes. (IC8)
	PR97	Wayfinding - east of Bishop's Stortford	Improve the wayfinding between key locations in the east of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
	PR301	Micromobility charging points at the railway station	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	PR303	Micromobility charging points at Manston Drive shopping parade	The provision of secure and covered e-bike and e-scooter parking and charging facilities on the Manston Drive shopping parade where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	PR304	Micromobility charging points at Herts and Essex Community Hospital	The provision of secure and covered e-bike and e-scooter parking and charging facilities at Herts and Essex Community Hospital (Cavell Drive) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters) (IC2)
	SM5	Station Road improvement (west of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)

Linked Projects	ID	Name	Description
	SM7	Station Road improvement (east of railway)	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists. (IC22)
	SM15	A1250 Dunmow Road cycle route	Increasing cycle mode share through cycle provision alongside the A1250 Dunmow Road between the junction with Haymeads Lane and the A120 (county boundary). (IC22)
	SM96	East of Manor Links sustainable transport provision	Sustainable transport measures which encourage walking and cycling through the site, including the provision of a new pedestrian crossing point on Dunmow Road. (IC9)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)

PK7– Bishop's Stortford-Stansted Airport Cycle Connectivity

The overarching aim of Package 7 is:

A new cycle route linking Bishop's Stortford and Stansted Airport which minimises conflicts with traffic and facilitates a healthier way for employees to get to and from work at the airport

The Package consists of:

- A signed off-road cycle route between Parsonage Lane and the A120, connecting with off-road cycle facilities on Parsonage Lane and along the A1250 towards central Bishop's Stortford

-

The full schedule of interventions is shown in the table below.

Table 12 – PK7 - Bishop's Stortford to Stansted Airport Cycle Connectivity

Linked Projects	ID	Name	Description
	PR30	Parsonage Lane cycle route	Cycle route between B1383 and A1250 to increase cycle mode share, including linkages to Grange Paddocks. (IC22)

Linked Projects	ID	Name	Description
	PR41	Warwick Road cycle route	Cycle provision with improved linkage at Haymeads Lane end (IC22)
	PR128	Bishop's Stortford-Stansted micromobility parking and charging facilities	Work with Essex County Council to improve cycle parking provision at key locations between Bishop's Stortford and Stansted Airport to promote cycling uptake. Key locations include Bishop's Stortford railway station, the town centre, and Stansted Airport. Consideration should also be given to potential e-bike and e-scooter parking and potentially charging facilities. (IC2)
	PR130	Bishop's Stortford- Stansted wayfinding	Work with Essex County Council to improve the wayfinding for cycle routes between Bishop's Stortford and Stansted Airport. (IC23)
	SM15	A1250 Dunmow Road cycle route	Increasing cycle mode share through cycle provision alongside the A1250 Dunmow Road between the junction with Haymeads Lane to the Hertfordshire county boundary to link with cycling improvements being investigated by Essex County Council. (IC22)
	SM129	Bishop's Stortford- Stansted walking and cycling junction improvements	Work with Essex County Council to improve walking and cycling provision at key junctions between Bishop's Stortford and Stansted Airport to promote safety and access for pedestrians and cyclists. (IC9)

PK8– Bishop's Stortford Eastern Schools Mode Choice

The overarching aim of Package 8 is:

Signed, safe and attractive cycle routes along Parsonage Lane fed by improved links to the west and to the south of Bishop's Stortford.

The Package consists of:

- Signed off-road cycle route along the full length of Parsonage Lane with raised speed tables at each junction it crosses between the B1383 and A1250

- Signed cycle route to the west of the railway line via Cannons Close

- Signed off-road cycle route along the A1250 Dunmow Road

The full schedule of interventions is shown in the table below.

Table 13 – PK8 - Bishop's Stortford Eastern Schools Mode Choice

Linked Projects	ID	Name	Description
	PR30	Parsonage Lane cycle route	Cycle route between B1383 and A1250 to increase cycle mode share, including linkages to Grange Paddocks. (IC22)
	PR31	Parsonage Area 20mph zone	Increase cycle mode share by applying a 20mph speed limit in the area of Parsonage Lane. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR35	River Stort Towpath upgrade - Grange Paddocks to The Causeway (Town Centre)	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations. (IC22)
	PR138	Promote available sustainable travel options in the east of Bishop's Stortford	Promote the available public transport services and active travel routes in the east of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR139	Promote available sustainable travel options in the northeast of Bishop's Stortford	Promote the available public transport services and active travel routes in the northeast of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR145	Real time information at bus stops in the northeast of Bishop's Stortford	Provide real time information at bus stops in the northeast of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
	PR146	NE Bishop's Stortford micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at key locations in north-east Bishop's Stortford including schools (e.g. Birchwood High School), parks (e.g. Personage Playing Field) and employment sites (e.g. Raynham Road). (IC2)
LP11	PR142	Bus stop improvements in the east of Bishop's Stortford	Upgrade bus stop facilities to improve safety and access to bus services in the east of Bishop's Stortford. (IC17)

Linked Projects	ID	Name	Description
LP11	PR144	Real time information at bus stops in the east of Bishop's Stortford	Provide real time information at bus stops in the east of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
	SM15	A1250 Dunmow Road cycle route	Increasing cycle mode share through cycle provision alongside the A1250 Dunmow Road between the junction with Haymeads Lane to the Hertfordshire county boundary. (IC22)
	SM136	Stansted Road and Parsonage Lane junction improvements	Improve walking provision at minor road junctions along Stansted Road and Parsonage Lane. (IC9)
	SM137	Bus stop improvements on Stansted Road	Improve pedestrian crossing facilities and bus stop access on Stansted Road. (IC17)
	SM143	Enhanced bus services in the east of Bishop's Stortford	Improve the bus service provision in the east of Bishop's Stortford to encourage more public transport use. (IC18)
	SM147	Electric vehicle charging points in the east of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the east of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM148	Electric vehicle charging points in the northeast of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the northeast of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM149	Parking management - northeast of Bishop's Stortford	Work with operators and East Herts District Council to manage car parking provision in the northeast of Bishop's Stortford through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. (IC14)
	SM150	Enhanced bus services in the northeast of Bishop's Stortford	Improve the bus service provision in the northeast of Bishop's Stortford to encourage more public transport use. (IC18)

PK9 – Havers-Town Centre Low Car Corridor

The overarching aim of Package 9 is:

Building upon its close proximity to the town centre and walkable and cyclable distances, reduced speed limits and improved infrastructure through the Havers area will make walking and cycling a more attractive mode choice.

The Package consists of:

- Improved footway provision at the junction between Scott Road and Apton Road

- A signed off-road cycle route along Elizabeth Road and on-road provision along Havers Lane

- Cycle parking provision at the Apton Road car park

The full schedule of interventions is shown in the table below.

Table 14 – PK9 – Havers-Town Centre Low Car Corridor

Linked Projects	ID	Name	Description
	PR15	Footway/ crossing enhancement – Apton Road-Scott Road junction	Revisions to the Apton Road-Scott Road-Jervis Road roundabout to alter the priority of the arms to facilitate pedestrian and cycle priority and enhancements to the public realm. (IC22)
	PR20	Havers-Station cycle route	Increasing cycle mode share through improved cycle provision connecting the area around Havers Lane with the River Stort ped/cycle bridge. (IC22)
	PR56	Havers 20mph zone	Improve walking and cycling safety through 20mph zone covering all roads in the Havers area, including Havers Lane, Elizabeth Road, Piggotts Way, Scott Road (and adjoining cul-de-sacs). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR76	Promote available sustainable travel options in the southwest of Bishop's Stortford	Promote the available public transport services and active travel routes in the southwest of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)

Linked Projects	ID	Name	Description
	PR92	Wayfinding - southwest of Bishop's Stortford	Improve the wayfinding between key locations in the southwest of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
LP7	**PR63**	Apton Road micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at the Apton Road car park. (IC2)
	SM117	Electric vehicle charging points - Bishop's Stortford town centre	Help enable the improved provision of electric vehicle charging points at key locations in the town centre of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)

PK10 – Northgate Primary School Mode Choice

The overarching aim of Package 10 is:

More restrictive parking, improved footway access and a new crossing to make journeys on foot to Northgate Primary School more attractive.

The Package consists of:

- Complete removal or (at least) a reduction in parking bays and implementation of new/extended parking controls close to the school entrance

- Widened footway adjacent to the school entrance

- A new signal-controlled crossing on A1250 adjacent to the sports club

The full schedule of interventions is shown in the table below.

Table 15 – PK10 - Northgate Primary School Mode Choice

Linked Projects	ID	Name	Description
	PR28	Cricketfield Lane – school parking	Improved pedestrian provision by reducing parking laybys in westbound direction to increase walking and cycling mode share to/from Northgate Primary School. (IC22)
	PR29	A1250 – Dane Park – Cricketfield Lane pedestrian crossing improvement	Improving the existing informal crossing to increase walking mode share. (IC9)
	PR80	Promote available sustainable travel options in the northwest of Bishop's Stortford	Promote the available public transport services and active travel routes in the northwest of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR83	Real time information at bus stops on Rye Street	Provide real time information at bus stops (where feasible) on the B1004 Rye Street. (IC20)
	PR84	Micromobility Parking and Charging Facilities in northwest Bishop's Stortford	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Tesco/Bishop's Park Community Centre, Bishop's Park Playing Field and Playground, Northern Parkland (St Michaels Mead) and St Michaels Mead Community Centre (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)" (IC2)
	PR89	Wayfinding - north-west of Bishop's Stortford	Improve wayfinding in north-west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Grange Paddock Leisure Centre, local schools (e.g. Northgate Primary School) and sports clubs (e.g. Bishop's Stortford Cricket Club). Signs would be located within the highway at key junctions where a change in travel direction is required. (IC23)
	PR98	Hadham Road pedestrian crossing improvement	Improve pedestrian crossing facilities on the A1250 Hadham Rd. (IC22)

Linked Projects	ID	Name	Description
	PR99	Hadham Road cycle safety	Improve cycle safety on the A1250 Hadham Rd. (IC22)
	SM100	Revise speed limits - northwest of Bishop's Stortford	Reduce speed limits in the northwest of Bishop's Stortford to improve safety for pedestrians and cyclists. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)

PK11 – Thorley Area Schools Mode Choice

The overarching aim of Package 11 is:

Enhanced footway links and crossing facilities to make journeys on foot to Manor Fields Primary School more attractive and increased parking controls to reduce the attractive and convenience of car travel.

The Package consists of:

- New/improved footway links between the northern part of St Michaels Mead and Manor Fields Primary School via the Northern Parkland

- Improved crossing on Penningtons adjacent to the school access

- Extended double-yellow line restrictions on Friedberg Avenue

The full schedule of interventions is shown in the table below.

Table 16 – PK11 - Thorley Area Schools Mode Choice

Linked Projects	ID	Name	Description
	PR46	Thorley Area 20mph speed limit	Increasing cycle mode share and reducing traffic speeds by applying 20mph speed limit on roads in the Thorley Area (excluding Friedberg Avenue and Villiers-Sur-Marne Avenue). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)

Linked Projects	ID	Name	Description
	PR64	Extend yellow line parking restrictions on Friedberg Ave	Reduce car mode share by extending the single yellow lines on Friedberg Avenue, south and north of Penningtons. (IC14)
	PR76	Promote available sustainable travel options in the southwest of Bishop's Stortford	Promote the available public transport services and active travel routes in the southwest of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR77	Real time information at bus stops in the south and south-west of Bishop's Stortford	Provide real time information at bus stops in the south and south-west of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
	PR91	Micromobility Parking and Charging Facilities in southwest Bishop's Stortford	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Thorley Neighbourhood Centre, Thorley Wedge park (possible multiple locations across the linear park including near to playground sites) and Tesco Express Havers Lane and Havers Community Centre (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters). (IC2)
	PR92	Wayfinding - southwest of Bishop's Stortford	Improve the wayfinding between key locations in the southwest of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
LP4	**PR26**	Improved footway/cycleway route between Thresher Close and Manor Fields School	Improved walking and cycling provision between Thresher Close and Manor Fields School and improved crossing arrangement between Friedberg Avenue and Manor Fields School to increase active travel mode share to and from the school. (IC22)
LP4	**PR27**	Informal crossing on speed table between Friedberg Avenue and Manor Fields school entrance	Improved walking and cycling provision between Thresher Close and Manor Fields School and improved crossing arrangement between Friedberg Avenue and Manor Fields School to increase active travel mode share to and from the school. (IC22)

Linked Projects	ID	Name	Description
	SM101	Pedestrian crossing improvement in the southwest of Bishop's Stortford	Improve pedestrian crossing facilities on popular routes in the southwest of Bishop's Stortford. (IC22)
	SM102	Electric vehicle charging points - southwest of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the southwest of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)

PK12– Enhanced Sustainable Travel to St Joseph's and St Mary's Catholic Schools

The overarching aim of Package 12 is:

Footway enhancements to increase walking to St Joseph's Catholic Primary School and St Mary's Catholic School from the immediate local area.

The Package consists of:

- Footway improvements on Woodhall Grove, The Nobles, Bylands Close, Wentworth Drive, and Ward Crescent/Scott Road including primarily new dropped kerbs

- New footway between B1004 Great Hadham Road and Woodhall Grove on the eastern side of Villiers-Sur-Marne Avenue

- Widened footway approaches to the signal-controlled crossing outside St Joseph's Primary School

The full schedule of interventions is shown in the table below.

Table 17 – PK12 - Enhanced Sustainable Travel to St Joseph's and St Mary's Catholic Schools

Linked Projects	ID	Name	Description
	PR52	B1004 Great Hadham Road- St Joseph's Primary school crossing improvement	Crossing improvement to increase walking mode share for trips to/from St Joseph's and St Mary's Schools. (IC22)
	PR69	Walking to St Josephs– footway improvement south of B1004	Minor footway improvements south of B1004 to increase walking mode share to/from St Joseph's primary school. (IC22)

Linked Projects	ID	Name	Description
	PR88	Wayfinding - west of Bishop's Stortford	Improve wayfinding in west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Tesco supermarket and Bishop's Mead Community Centre, St Michaels Mead Community Centre, Thorley Neighbourhood Centre and local schools (e.g. Hillmead Primary School). (IC23)
	PR161	Promote available sustainable travel options in the west of Bishop's Stortford	Promote the available public transport services and active travel routes in the west of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	SM13	Bishop's Stortford High School bus links to the west	Increase sustainable mode share to and from the Bishop's Stortford High School through improved public transport and walking connectivity. Suggested measures include implementing a new bus stop and new pedestrian facilities. (IC18)
	SM159	Windhill walking and cycling provision	Improve walking and cycling provision on the B1004/Windhill, particularly for trips to and from the schools. (IC22)
	SM160	Enhance bus service provision to schools	Improve bus service provision to the schools in the west of Bishop's Stortford. (IC18)

PK13 – Western Edge Sustainable Travel Choices

The overarching aim of Package 13 is:

New and improved walking and cycling routes on quieter and safer roads between homes, schools and shops in the western part of Bishop's Stortford

The Package consists of:

- 20mph speed limit on all roads in Bishop's Park and Oriole Way areas

- Signed and improved cycle route between St Michael Mead through Northern Parkland, across the B1004 Great Hadham Road, through Oriole Way area, through Stortford Park to Hillmead School and through Bishop's Park area to the Tesco supermarket

- Voluntary one-way system for parents/guardians to follow when dropping off children at Hillmead School (promoted on the school website).

The full schedule of interventions is shown in the table below.

Table 18 – PK13 - Western Edge Sustainable Travel Choices

Linked Projects	ID	Name	Description
	PR21	Bishop's Park – 20mph Limit	Improved walking and cycling mode share through 20mph limit applied on all roads within the Bishop's Park area, incorporating the Tesco access roundabout. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR22	Voluntary one-way system for school drop off	Improved walking and cycling mode share through a voluntary one-way system for parents dropping off children at Hillmead primary school (IC21)
	PR23	Oriole Way-Northern Parkland cycle and pedestrian route improvement	Improved walking and cycling provision to reduce severance caused by the B1004 and increase mode share (IC22)
	PR24	Oriole Way estate 20mph speed limit	Increasing walking and cycling mode share by implementing a 20mph speed limit in the area of Oriole Way (excluding B1004). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	PR25	Oriole Way cycle route (west) – B1004-Tesco	Improve cycling provision through off -road shared use footway/cycleway / on-road cycle route between B1004, Hillmead School and Bishop's Park Tesco via Footpath 77 / Bridleway 76. (IC22)
	PR84	Micromobility Parking and Charging Facilities in northwest Bishop's Stortford	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Tesco/Bishop's Park Community Centre, Bishop's Park Playing Field and Playground, Northern Parkland (St Michaels Mead) and St Michaels Mead Community Centre (note -

Linked Projects	ID	Name	Description
			at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)" (IC2)
	PR80	Promote available sustainable travel options in the northwest of Bishop's Stortford	Promote the available public transport services and active travel routes in the northwest of Bishop's Stortford to encourage an uptake in sustainable travel (IC12)
	PR88	Wayfinding - west of Bishop's Stortford	Improve wayfinding in west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Tesco supermarket and Bishop's Mead Community Centre, St Michaels Mead Community Centre, Thorley Neighbourhood Centre and local schools (e.g. Hillmead Primary School). (IC23)
	PR89	Wayfinding - north-west of Bishop's Stortford	Improve wayfinding in north-west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Grange Paddock Leisure Centre, local schools (e.g. Northgate Primary School) and sports clubs (e.g. Bishop's Stortford Cricket Club). Signs would be located within the highway at key junctions where a change in travel direction is required. (IC23)
LP8	PR82	Real time information at bus stops in the west of Bishop's Stortford	Provide real time information at bus stops in the west of Bishop's Stortford to facilitate better journey planning and reliability (IC17)
LP8	PR86	Improved bus stop facilities - west of Bishop's Stortford	Upgrade bus stop facilities to improve safety and access to bus services in the west of Bishop's Stortford (IC17)

Linked Projects	ID	Name	Description
LP9	**PR83**	Real time information at bus stops on Rye Street	Provide real time information at bus stops (where feasible) on the B1004 Rye Street. (IC20)
LP9	**PR87**	Improved bus stop facilities - northwest of Bishop's Stortford	Upgrade bus stop facilities to improve safety and access to bus services in the northwest of Bishop's Stortford (IC20)
	SM79	Hadham Road - Cricketfield Lane corridor sustainable travel measures	Enhanced footway including cutting back vegetation within the highway boundary to increase width; implement dropped kerbs with tactile paving on side-roads where not already present (if feasible); implement side arm entry treatments including (if feasible); improve bus stops with raised kerbs (where not already implemented - as part of wider programme) (IC15)
	SM85	Electric vehicle charging points - west of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the west of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)

PK14– B1004 Rye Street Sustainable Travel Corridor

The overarching aim of Package 14 is:

Measures to increase walking and cycling along Rye Street.

The Package consists of:

- Improve pedestrian crossing facilities on the B1004

- Upgrade bus stop facilities to improve safety and access to bus services

The full schedule of interventions is shown in the table below.

Table 19 – PK14 - B1004 Rye Street Sustainable Travel Corridor

Linked Projects	ID	Name	Description
	PR178	Promote available sustainable travel options in the north of Bishop's Stortford	Promote the available public transport services and active travel routes in the north of Bishop's Stortford to encourage an uptake in sustainable travel (IC12)
	PR181	North Bishop's Stortford micromobility parking and charging facilities	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities in the north of Bishop's Stortford at or close to key activity centres and destinations, including for example Grange Paddocks Leisure Centre, Bat Willow Country Park, Elm Road car park and Barrells Down Road playground. (IC2)
	PR183	Wayfinding - north of Bishop's Stortford	Improve the wayfinding between key locations in the north of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)
LP14	**PR180**	Real time information at bus stops in north of Bishop's Stortford	Provide real time information at bus stops in the north of Bishop's Stortford to facilitate better planning and reliability. (IC20)
LP14	**PR182**	Bus stop improvements in the north of Bishop's Stortford	Upgrade bus stop facilities to improve safety and access to bus services in the north of Bishop's Stortford (IC17)
	SM121	Cycle provision between the north of Bishop's Stortford and the town centre	Improve cycling provision from the north of Bishop's Stortford into the town centre (IC22)
	SM175	B1004 Rye Street pedestrian improvements	Improve pedestrian provision on the B1004 within the north of Bishop's Stortford, including improved crossing facilities and lighting. (IC9)
	SM177	Improved bus journey times along B1004 Rye Street	Improve journey times of bus services along the B1004 in the north of Bishop's Stortford (IC18)

PK15 – Bishop's Stortford South and the B1383 Corridor

The overarching aim of Package 15 is:

Bus and cycling given greater priority and dedicated infrastructure within a congested corridor so that they become more preferred modes of travel between the town centre, railway station, the Bishop's Stortford High School and proposed Bishop's Stortford South development

The Package consists of:

- Amended bus service to link to Bishop's Stortford South housing development

- Bus priority on A1184 London Road and Whittington Way

- Intelligent bus actuated signals which can detect approaching buses and amend traffic signals to allow buses to get through quicker

The full schedule of interventions is shown in the table below.

Table 20 - PK15 - Bishop's Stortford South and the B1383 Corridor

Linked Projects	ID	Name	Description
	PR3	Car Park Variable Message Sign (VMS) A1184 Gateway	Implement VMS on the A1184 approach (upstream of the A1184-B1383 Thorley St roundabout) to inform motorists of traffic conditions ahead. (IC20)
	PR11	Car Park Variable Message Sign (VMS) B1383 London Rd approach to Town Centre	Implement VMS on the B1383 London Road (just south of the South Road-London Road roundabout) to inform motorists of traffic conditions ahead. (IC20)
	PR45	St James Park (Bishop's Stortford South) bus connectivity	Encourage bus use to and from the St James Park development including enhancements to existing services linking to the station and town centre. (IC18)
	PR50	Bus-actuated signals on B1383 junctions and/or bus priority	Improvements to traffic signals to enable bus-detection and prevent that buses are held up in the junction. (IC6)
	PR77	Real time information at bus stops in the south and south-west of Bishop's Stortford	Provide real time information at bus stops in the south and south-west of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
	PR110	Promote available sustainable travel options in the south of Bishop's Stortford	Promote the available public transport services and active travel routes in the south of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR113	Wayfinding - south of Bishop's Stortford	Improve the wayfinding between key locations in the south of Bishop's Stortford, particularly for walking, cycling and public transport routes. (IC23)

Linked Projects	ID	Name	Description
	SM11	B1383 London Road cycle route	Increase cycle mode share through cycle provision linking the proposed South development with the town centre/station. (IC22)
	SM14	Whittington Way Bus Priority and Bishop's Stortford South northern access	Minimising bus delays through the provision of a new junction arrangement to provide access/egress to/from the proposed Bishop's Stortford South development. (IC6)
	SM103	London Road bus priority	Bus Priority measures along London Road into town centre. (IC6)
	SM104	Bishop's Stortford South access arrangements and junction upgrades	Various access arrangements and local junction upgrades including: priority junctions on Obrey Way, a roundabout on St. James Way, a roundabout at the Whittington Way/Bishop's Avenue junction and improvements to the existing London Road/Whittington Way junction. (IC8)
	SM105	Bishop's Stortford South sustainable transport measures	Sustainable transport measures that include walking and cycling and enhanced passenger transport services. (IC15)
	SM106	Bishop's Stortford High School - sustainable transport measures	Sustainable transport measures that include walking and cycling and enhanced passenger transport services. (IC15)
	SM107	London Road/Thorley Hill/Twyford Business Centre junction improvements	Improvements at the London Road/Thorley Hill/Twyford Business Centre junction (in addition to the nearby Burley Road junction) to prioritise and improve safety for pedestrians and improve journey times for buses through targeted bus priority. (IC7)
	SM108	Walking and cycling junction improvements - south of Bishop's Stortford	Improve walking and cycling provision at key junctions in the south of Bishop's Stortford to promote safety and access for pedestrians and cyclists. (IC9)
	SM109	Electric vehicle charging points - south of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the south of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)

Linked Projects	ID	Name	Description
	SM111	Parking management - south of Bishop's Stortford	Work with operators and East Herts District Council to manage car parking provision across Bishop's Stortford through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. This includes smaller town centre car parks such as Basbow Lane and Apton Road, and on-street provision such as on High Street and South Street/South Road on the edges of the town centre. Explore options for introducing dedicated e-car hire/car club spaces to support expansion of existing hire/car sharing schemes or new schemes in the local area. (IC14)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)

PK16 - Town Fringe Bus Service Optimisation

The overarching aim of Package 16 is:

Optimising bus services between the south and south-western fringes of Bishop's Stortford (including the Bishop's Stortford South development) and the town centre/railway station (and beyond) by providing bus priority at congested locations, enhanced service frequencies and modified routes.

The Package consists of:

- Amended bus service to link to Bishop's Stortford South housing development.

- Improved bus connections between Bishop's Park, Oriole Way, St Michaels Mead, Bishop's Stortford South development and the town centre/railway station

- Intelligent bus-actuated traffic signals on B1383 London Road to reduce delays for services and bus priority on Whittington Way in addition to a sustainable transport northern access/egress at Bishop's Stortford South making bus a mode of choice for new residents.

The full schedule of interventions is shown in the table below.

Table 21 - PK16 - Town Fringe Bus Service Optimisation

Linked Projects	ID	Name	Description
	PR45	St James Park (Bishop's Stortford South) bus connectivity	Encourage bus use to and from the St James Park development including enhancements to existing services linking to the station and town centre. (IC18)
	PR47	Stortford Fields-Tesco-Bishop's Park bus connection	Extend the bus service which links Stortford Fields (Newland Avenue) to Tesco supermarket (Lancaster Avenue) onwards through the Bishop's Park estate (Burghley Avenue and Dukes Drive). (IC18)
	PR50	Bus-actuated signals on B1383 junctions and/or bus priority	Improvements to traffic signals to enable bus-detection and prevent that buses are held up in the junction (IC6)
	PR53	Enhanced Bus Services - western suburbs of Bishop's Stortford	Increase bus mode share by better connecting the outer suburbs (including St Michael's Mead) to the town centre through enhanced bus services. (IC18)
	SM13	Bus Service 308 route amendment and new bus stop/footway	Increase sustainable mode share to and from the Bishop's Stortford High School through improved public transport and walking connectivity. Suggested measures include implementing a new bus stop and new pedestrian facilities. (IC18)
	SM14	Whittington Way Bus Priority and Bishop's Stortford South northern access	Minimising bus delays through the provision of a new junction arrangement to provide access/egress to/from the proposed Bishop's Stortford South development (IC6)
	SM71	A1250 bus connectivity to town centre	Improve bus service provision and access to the town centre (IC18)
	SM72	Improve public transport ticketing experience	Consider opportunities to improve the customer experience when purchasing public transport tickets in Bishop's Stortford (IC13)
	SM160	Enhance bus service provision to schools	Improve bus service provision to the schools in the west of Bishop's Stortford. (IC18)

PK17 – Thorley Bus Accessibility

The overarching aim of Package 17 is:

Improving access to bus services in the Thorley area to increase its attractiveness as an alternative to the car for journeys to the town centre and railway station.

The Package consists of:

- Investigation of camera enforcement of Thorley Bus Lane to prevent improper use

- New/improved footway, crossing and waiting facilities at the bus stop west of Sainsbury's on Friedberg Avenue

The full schedule of interventions is shown in the table below.

Table 22 – PK17 - Thorley Bus Accessibility

Linked Projects	ID	Name	Description
	PR76	Promote available sustainable travel options in the south and southwest of Bishop's Stortford	Promote the available public transport services and active travel routes in the south and southwest of Bishop's Stortford to encourage an uptake in sustainable travel. (IC12)
	PR77	Real time information at bus stops in the south and southwest of Bishop's Stortford	Provide real time information at bus stops in the south and southwest of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
	PR300	Thorley Bus Lane camera enforcement	Investigate the potential for camera enforcement of Thorley Bus Lane to prevent improper usage and improve bus journey time reliability. (IC18)
LP5	**PR43**	Improved footway links to Thorley Sainsbury's bus stop interchange (off Friedberg Ave).	Increasing bus mode share through improved footway links to Thorley Sainsbury's bus stop interchange. (IC22)
LP5	**PR44**	Improved bus stop waiting facilities at Thorley Sainsbury's (Friedberg Ave)	Increasing bus mode share through improved bus stop facilities at Thorley Sainsbury's. (IC17)
	SM73	Improved access to bus stops in the south and south-west of Bishop's Stortford	Improve bus stop accessibility in the south and south-west of Bishop's Stortford including improved bus stop facilities. (IC17)
	SM74	Improved bus journey times along Villers-Sur-Marne Avenue	Improve journey times for bus services along Villers-Sur-Marne Avenue. (IC18)

PK18 – Town Centre Traffic Movements

The overarching aim of Package 18 is:

Re-prioritising roads in and around the town centre with new one-way restrictions, banned turns at junctions and closure of the main shopping street to through traffic to reduce the dominance of car travel within the heart of the town centre.

The Package consists of:

- New one-way system applied to High Street, North Street and potentially Bells Hill

- Part time or full-time closure to through-traffic movements along sections of South Street and Potter Street

The full schedule of interventions is shown in the table below.

Table 23 - PK18 - Town Centre Traffic Movements

Linked Projects	ID	Name	Description
	PR62	Newtown Road one-way between Portland Road and South Street	Road reassignment between Portland Road and South Street to reduce dominance of car travel and to facilitate improved provision for active travel. (IC22)
	PR123	Town centre bus priority	Install bus priority measures at key junctions in the centre of Bishop's Stortford to improve bus journey times and reliability. (IC6)
LP10	**PR124**	Real time information at bus stops in the town centre	Provide real time information at bus stops in the town centre of Bishop's Stortford to facilitate better journey planning and reliability. (IC20)
LP10	**PR125**	Bus stop improvements in the town centre	Upgrade bus stop facilities to improve safety and access to bus services in the centre of Bishop's Stortford. (IC17)
	SM16	North-East Town Centre one-way system	Creation of a small one-way system on High Street, North Street and Bells Hill, complementing existing one-way operation on Bridge Street and Potter Street to reduce the dominance of car travel. (IC22)
	SM17	South Street and Potter Street car and motorcycles	Reduce dominance of car travel by restricting motor vehicles (except for access) on South Street and Potter Street. (IC22)

Linked Projects	ID	Name	Description
		prohibited (except for access, buses and taxis)	

PK19– Town Centre Traffic Management

The overarching aim of Package 19 is:

Directly tackle traffic congestion levels within the town centre area through highway interventions which seek to reduce delays by re-prioritising movements at junctions and providing alternative routes away from areas of traffic congestion.

The Package consists of:

- Changes to the Hockerill Junction to improve air quality within the AQMA and improve facilities for active travel

- Alleviation of congestion on key corridors into Bishop's Stortford to improve air quality

The full schedule of interventions is shown in the table below.

<div align="center">Table 24 - PK19 - Town Centre Traffic Management</div>

Linked Projects	ID	Name	Description
	PR16	Adderley Road lane allocation improvement	Revise turning movement allocations and consider camera enforcement of box junction at the Adderley Road-the Causeway junction to manage traffic queues and improve air quality. (IC7)
	SM6	Hockerill Junction improvement	Improvements to the Hockerill junction to provide improved facilities for active travel including crossings. (IC7)
	SM131	Alleviate congestion on the A1250	Alleviate congestion and improve air quality on the A1250 through Bishop's Stortford by promoting sustainable travel along this corridor for shorter distance trips. (IC5)
	SM132	Alleviate congestion on Windhill	Improve peak time traffic flows and improve air quality along Windhill by promoting sustainable travel along this corridor for shorter distance trips. (IC5)

Linked Projects	ID	Name	Description
	SM133	Bells Hill/Hadham Road junction improvement	Alleviate congestion and improve air quality at the junction of B1004 Bells Hill and A1250 Hadham Road Windhill by promoting sustainable travel along this corridor for shorter distance trips. (IC7)
	SM134	Alleviate congestion on routes into Bishop's Stortford	Improve the efficient flow of traffic on routes into Bishop's Stortford, particularly around the choke point at junction North Street/Market Street/Bridge Street/High Street Windhill by promoting sustainable travel for shorter distance trips. (IC5)

PK20– Town Centre Parking Management

The overarching aim of Package 20 is:

Measures to address car parking across Bishop's Stortford town centre, including optimising the current supply of spaces and making it easier for motorists to find an available parking space.

- Improve parking accessibility for disabled users by implementing disabled spaces at Basbow Lane

- Consider the installation of short stay EV rapid charging points in Jackson Square, Northgate End and Link Road to improve parking accessibility for EV users and promote sustainable transport

- Introduce new tariff system, EV charging provision, motorcycle parking, parent and child parking, and signage and a range of town centre car parks

- Variable Message Signs (VMS) located at key locations, including on the outer cordon of the town (around the bypass) to capture trips entering the town from surrounding areas

The full schedule of interventions is shown in the table below.

Table 25 - PK20 - Town Centre Car Parking Management

Linked Projects	ID	Name	Description
	PR48	B1004 Northgate End and A120 Link Road and Hadham Road 20mph zone	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, apply a 20mph speed limit in the area surrounding it. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which

Linked Projects	ID	Name	Description
			could encourage an increase in sustainable travel. (IC21)
	PR49	B1004 Northgate End-A1250 Link Road off road shared use cycleway/ footway	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, implement a cycle link between B1004 Northgate End and A1250 Link Road. (IC22)
	SM70	VMS Signs – Parking Accessibility	Improve parking accessibility for all users, reduce circulating time in the local area and potentially traffic congestion by installing VMS on key roads and locations. The VMS is specifically meant to assist those wishing to access car parks on Northgate End, Link Road, Causeway and Jackson Square. (IC1)
	SM109	Electric vehicle charging points – south of Bishop's Stortford	Help enable the improved provision of electric vehicle charging points at key locations in the south of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM111	Parking management - south of Bishop's Stortford	Work with operators and East Herts District Council to manage car parking provision across Bishop's Stortford through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. This includes smaller town centre car parks such as Basbow Lane and Apton Road, and on-street provision such as on High Street and South Street/South Road on the edges of the town centre. Explore options for introducing dedicated e-car hire/car club spaces to support expansion of existing hire/car sharing schemes or new schemes in the local area. (IC14)
	SM164	Micromobility Parking and Charging Facilities and Electric vehicle charging points	Consider the provision of secure and covered e-bike and e-scooter charging facilities and the installation of short stay EV rapid charging points in Jackson Square, Northgate End and Link Road to improve parking accessibility for micromobility and EV users and promote sustainable transport, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)

Bishop's Stortford Packages - overview

Bishop's Stortford lies close to the Hertfordshire and Essex border, adjacent to the M11 motorway and Stansted Airport. Bishop's Stortford is a market town which has expanded substantially over the last few decades with the addition of new edge of town suburbs. Further urban expansion is now coming further to the north-west and south of Bishop's Stortford as well as within the town centre, including next to the railway station.

The town is popular for commuters who would get access to rail services towards London and Cambridge, as well as to the M11 and other important roads including the A120 which links to other parts of Hertfordshire and into Essex. The town remains reasonably compact enough to facilitate journeys on foot and by bike with the town centre situated centrally and employment sites located across various sites, as well as a hospital.

The private car is a popular mode of travel, not only for journeys to other settlements (those north and south are generally connected by train, but those to the east and west are generally less well connected by public transport) but also for shorter distance trips within the town. There is significant potential therefore to encourage more sustainable travel behaviour by improving facilities for pedestrians, cyclists and public transport users.

An ambitious and comprehensive set of twenty packages cover Bishop's Stortford, the majority of which have the aim of improving sustainable travel across different parts of the town. The more historic parts of the town, notably within the town centre and some of the important radial routes which lead in from the surrounding countryside pose a particular challenge for delivering effective sustainable travel improvements. Similarly, some of the suburban parts of the town are not well connected to the town centre, and this is one of the underlying causes for people preferring to travel by car.

The GTP proposes new and improved routes for cyclists, improved footways and additional crossing points which will make travelling by bike and on foot easier and more attractive. Local bus services can also play a key role where walking and cycling are less feasible and the GTP puts forward aspirations for making improvements to services and bus stop facilities.

Because of Bishop's Stortford role as a key centre not only for the town's residents but also surrounding rural communities, it will be important also to maintain car parking provision. However, the GTP balances this with the need for sustainable travel improvements as well as making space for new technology for example charge-point facilities for electric vehicles as well as e-bikes and e-scooters.

Bishop's Stortford to other towns

The following packages have been defined for the links from Bishop's Stortford to other towns.

Table 26 - Bishop's Stortford to other town packages (PK21 to PK25)

Packages	Package Group / Area
PK21	Bishop's Stortford-Sawbridgeworth-Harlow-Gilston Corridor
PK22	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree Corridor
PK23	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden Corridor
PK24	Bishop's Stortford -Cambridge Corridor
PK25	Bishop's Stortford - Hertford / Ware Corridor

Bishop's Stortford has very strong links to the surrounding area and towns, as well as London Stansted Airport to the north east. To the east is Braintree which is linked by the A120, to the north Cambridge and to the south is Sawbridgeworth, Harlow, the Broxbourne towns and London, linked via the M11 (at Junction 8) and the West Anglia Main Line. Links towards the west and south west, including towards Stevenage, Buntingford, Hertford and Ware are predominantly road-based. The A120 Little Hadham bypass is completed and has helped remove through traffic and improve journey time reliability on the A120, while improving environmental and air quality in Little Hadham between the A10 at Puckeridge and Bishop's Stortford.
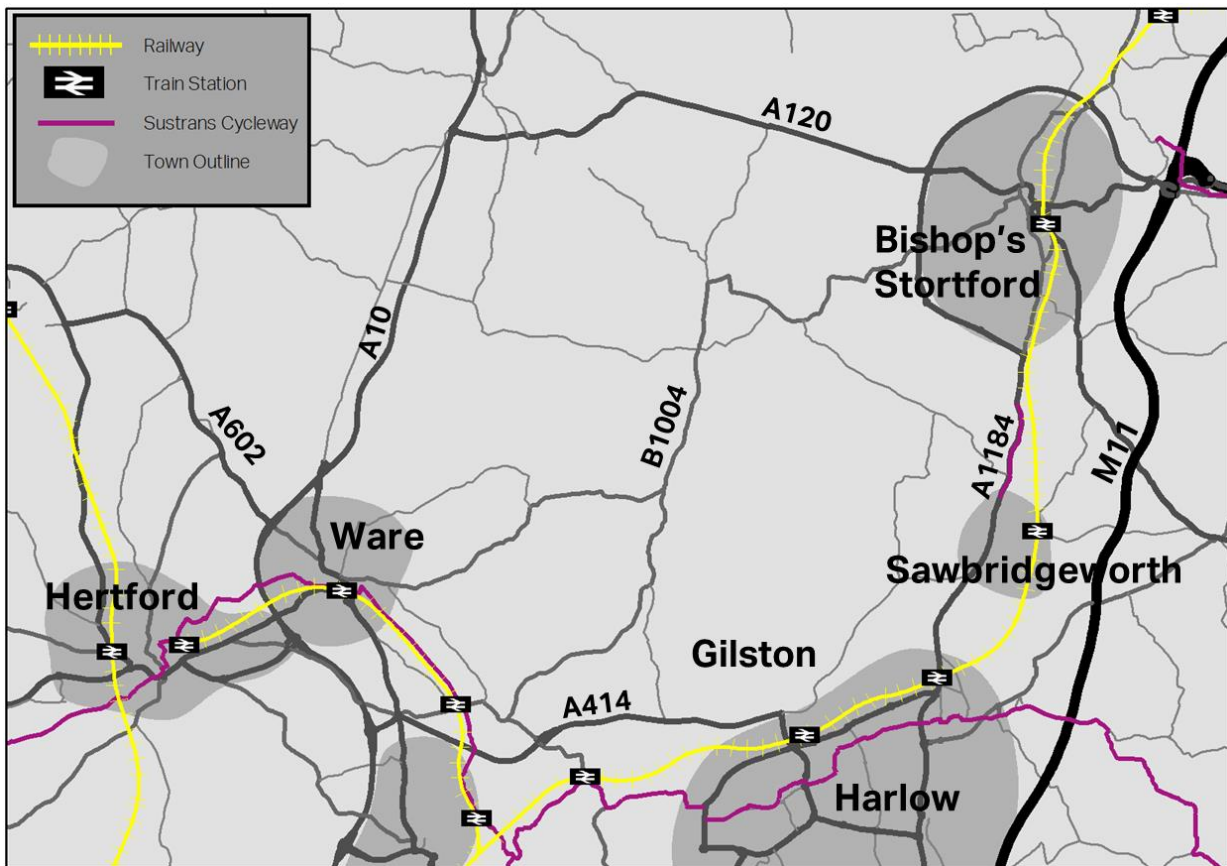
Figure 10 - Map showing Bishop's Stortford Links to Other Towns

PK21– Bishop's Stortford – Sawbridgeworth – Harlow – Gilston Corridor

The overarching aim of Package 21 is:

Measures to enhance connectivity between Bishop's Stortford, Sawbridgeworth and Harlow, including connections to the Harlow-Gilston Garden Town development.

The Package consists of:

- Improve inter-urban bus provision and bus priority on the A1184 to increase bus modal share to improve journey time reliability

- Improve cycling provision on the A1184 to facilitate inter-urban cycling between Bishop's Stortford, Sawbridgeworth, Harlow and Gilston development

The full schedule of interventions is shown in the table below.

Table 27 - PK21 - Bishop's Stortford to Sawbridgeworth to Harlow to Gilston corridor

Linked Projects	ID	Name	Description
	SM284	Electric vehicle charging points between Bishop's Stortford, Sawbridgeworth and Harlow	Work with East Herts District Council and Essex County Council to help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Harlow / Sawbridgeworth to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	PR285	Promote available sustainable travel options between Bishop's Stortford, Sawbridgeworth and Harlow	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Harlow / Sawbridgeworth to encourage an uptake in sustainable travel. (IC12)
	PR270	A1184/High Wych Road junction improvement	Improvement of A1184/High Wych Road junction potentially including bus priority, pedestrian and cycle improvements. (IC9)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)
	SM300	Bishop's Stortford- Harlow bus provision and priority	Work with bus operators through the Enhanced Intalink Partnership to improve inter-urban bus provision and improve journey reliability through

Linked Projects	ID	Name	Description
			the installation of bus priority measures at key junctions on the A1184 between Bishop's Stortford and Harlow. (IC18)
	SM301	A1184 pedestrian improvements	Increase pedestrian mode share through improved pedestrian provision along the A1184 corridor, including at key crossing points, on sections between Harlow and Sawbridgeworth and between Sawbridgeworth and Bishop's Stortford via Spellbrook. (IC9)
	SM302	High Wych Lane through-traffic mitigation	Consider measures to discourage through-traffic using High Wych Lane as a rat-run between Sawbridgeworth and Harlow, with a focus on High Wych village, including traffic calming measures developed in compliance with HCC's Speed Management Strategy, and measures to improve walking and cycling facilities. (IC21)
	SM303	Redricks Lane through-traffic mitigation	Consider measures to discourage through-traffic using Redricks Lane as a rat-run between Sawbridgeworth and Harlow, including traffic calming (if feasible or appropriate) developed in compliance with HCC's Speed Management Strategy. (IC22)

PK22– Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree Corridor

The overarching aim of Package 22 is:

Improve provision of electric vehicle charging points at key locations within Bishop's Stortford, and (working with Essex County Council) at Stansted Airport and within Great Dunmow and Braintree, to promote an uptake in electric vehicle use.

The Package consists of:

- Improve inter-urban bus provision and bus priority on routes into towns

- Improve provision of electric vehicle charging points at key locations within Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to promote an uptake in electric vehicle use

The full schedule of interventions is shown in the table below.

Table 28 - PK22 - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree Corridor

Linked Projects	ID	Name	Description
	PR189	Bus priority - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to install bus priority measures in key junctions between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to improve bus journey times and reliability. (IC6)
	PR192	Promote available sustainable travel options between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to encourage an uptake in sustainable travel. (IC12)
LP15	PR196	Bus stop improvements between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree. (IC17)
LP15	PR197	Real time information at bus stops between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to provide real time information at public transport stops between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to facilitate better journey planning and reliability. (IC20)
	SM186	Bishop's Stortford- Great Dunmow bus provision	Work with Essex County Council to improve inter-urban bus provision on interurban interactions to Great Dunmow. (IC18)
	SM187	Bishop's Stortford- Braintree bus provision	Work with Essex County Council to improve inter-urban bus provision on interurban interactions to Braintree. (IC18)
	SM190	Interchange improvements - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree. (IC10)
	SM191	Electric vehicle charging points - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to help enable the improved provision of electric vehicle charging points at key locations within Bishop's Stortford as well as at Stansted Airport and within Great Dunmow and Braintree to promote an uptake in electric vehicle use along the A120

Linked Projects	ID	Name	Description
			corridor, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM193	Improve ticketing experience - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	Work with Essex County Council to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree. (IC13)
	SM194	Parking management - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres, large employment sites and the airport. (IC14)

PK23– Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden Corridor

The overarching aim of Package 23 is:

Improvements to public transport services and cycle routes, and promotion of sustainable travel modes between Bishop's Stortford and towns/villages to the north towards Saffron Walden.

The Package consists of:

- Improve cycle parking provision at key locations between Bishop's Stortford and Stansted Mountfitchet / Elsenham to promote cycling uptake.

- Promote the available public transport services and active travel routes

- Upgrade bus stop facilities to improve safety and access to bus services

The full schedule of interventions is shown in the table below.

Table 29 - PK23 - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden Corridor

Linked Projects	ID	Name	Description
	PR200	Cycle parking - Bishop's Stortford to Stansted Mountfitchet / Elsenham	Work with Essex County Council to improve cycle parking provision at key locations within Bishop's Stortford and Stansted Mountfitchet / Elsenham to promote cycling uptake between these areas. Key locations include stations, town centres, activity centres and large employment sites (IC2)
	PR204	Promote available sustainable travel options between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to encourage an uptake in sustainable travel. (IC12)
	PR209	Wayfinding - Bishop's Stortford to Stansted Mountfitchet / Elsenham	Work with Essex County Council to improve the wayfinding for cycle routes between Bishop's Stortford and Stansted Mountfitchet / Elsenham. (IC23)
LP16	PR208	Bus stop improvements between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services in and between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden. (IC17)
LP16	PR210	Real time information at bus stops between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	Work with Essex County Council to provide real time information at bus stops in and between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to facilitate better journey planning and reliability. (IC20)
	SM198	Improved cycling provision between Bishop's Stortford and Stansted Mountfitchet	Work with Essex County Council to improve cycling provision between Bishop's Stortford and Stansted Mountfitchet. (IC22)
	SM199	Improved bus provision between Bishop's Stortford, Stansted Mountfitchet and Elsenham	Work with bus operators as part of the Enhanced Intalink partnership to improve the reliability and provision of bus services between Bishop's Stortford, Stansted Mountfitchet and Elsenham. (IC18)
	SM201	Walking and cycling junction improvements - Bishop's	Work with Essex County Council to improve walking and cycling provision at key junctions between Bishop's Stortford and Stansted

Linked Projects	ID	Name	Description
		Stortford to Stansted Mountfitchet / Elsenham	Mountfitchet / Elsenham to promote safety and access for pedestrians and cyclists (IC9)
	SM202	Interchange improvements - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	Work with Essex County Council to improve access between sustainable travel modes at key interchange locations in and between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden (IC10)
	SM203	Electric vehicle charging points - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	Work with Essex County Council to help enable the improved provision of electric vehicle charging points at key locations in Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to promote an uptake in electric vehicle use. (IC11)
	SM206	Parking management - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites. (IC14)

PK24– Bishop's Stortford-Cambridge Corridor

The overarching aim of Package 24 is:

Improvements to public transport services, promotion of sustainable travel modes and travel demand initiatives targeting journeys between Bishop's Stortford and Cambridge

The Package consists of:

- Improve public transport provision between Bishop's Stortford and key locations around Cambridge including Addenbrooks and Granta Park.

- Improve provision of electric vehicle charging points at key locations

The full schedule of interventions is shown in the table below.

Table 30 - PK24 - Bishop's Stortford to Cambridge Corridor

Linked Projects	ID	Name	Description
	PR213	Promote available sustainable travel options between Bishop's Stortford and Cambridge	Work with local authorities to promote the available public transport services and active travel routes between Bishop's Stortford and Cambridge to encourage an uptake in sustainable travel. (IC12)
	PR217	Real time information at bus stops between Bishop's Stortford and Cambridge	Work with local authorities to provide real time information at public transport stops between Bishop's Stortford and Cambridge to facilitate better journey planning and reliability. (IC20)
	SM211	Interchange improvements Bishop's Stortford-Cambridge	Work with local authorities to improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Cambridge. (IC10)
	SM212	Electric vehicle charging points - Bishop's Stortford to Cambridge	Work with local authorities to help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Cambridge to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM214	Improve ticketing experience between Bishop's Stortford and Cambridge	Work with local authorities to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Cambridge. (IC13)
	SM215	Parking management - Bishop's Stortford to Cambridge	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Cambridge through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites. (IC14)

PK25– Bishop's Stortford - Hertford / Ware Corridor

The overarching aim of Package 25 is:

Multi-modal measures to improve connectivity between Bishop's Stortford, Hertford and Ware, particularly by sustainable modes of travel

The Package consists of:

- Promote the available public transport services and active travel routes to encourage an uptake in sustainable travel

- Mitigate traffic rat running through the B1004 via Much Hadham and Widford

The full schedule of interventions is shown in the table below.

Table 31 - PK25 - Bishop's Stortford to Hertford / Ware Corridor

Linked Projects	ID	Name	Description
	PR225	Promote available sustainable travel options between Bishop's Stortford and Hertford / Ware	Promote the available public transport services and active travel routes between Bishop's Stortford and Hertford / Ware to encourage an uptake in sustainable travel. (IC12)
LP17	PR229	Bus stop improvements between Bishop's Stortford and Hertford / Ware	Upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Hertford / Ware. (IC17)
LP17	PR230	Real time information at bus stops between Bishop's Stortford and Hertford / Ware	Provide real time information at public transport stops between Bishop's Stortford and Hertford / Ware to facilitate better journey planning and reliability. (IC20)
	SM218	Improved cycle provision between Bishop's Stortford and Ware	Improve cross-country cycle provision between Ware and Bishop's Stortford. (IC22)
	SM219	Improved bus provision between Bishop's Stortford and Hertford / Ware	Improve bus provision and bus journey reliability between Bishop's Stortford and Ware/Hertford. (IC18)
	SM220	Mitigate rat running along B1004 and B180	Mitigate rat running through the B1004 and B180 via Much Hadham, Widford and Hunsdon. (IC15)
	SM222	Standon and Puckeridge traffic management	Alleviate the impact of A120 traffic on pedestrian and cycle movements within Standon and Puckeridge. (IC10)

Linked Projects	ID	Name	Description
	SM223	Interchange improvements between Bishop's Stortford and Hertford / Ware	Improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Hertford / Ware. (IC11)
	SM224	Electric vehicle charging points between Bishop's Stortford and Hertford / Ware	Help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Hertford / Ware to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC12)
	SM226	Improve ticketing experience between Bishop's Stortford and Hertford / Ware	Consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Hertford / Ware. (IC13)
	SM227	Parking management between Bishop's Stortford and Hertford / Ware	Work with operators and East Herts District Council to manage car parking provision at key locations between Bishop's Stortford and Hertford / Ware through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites. (IC14)

Bishop's Stortford inter-urban corridors - overview

Bishop's Stortford serves as key centre for surrounding rural communities as well as providing jobs for local residents as well as people who live in surrounding towns. Furthermore, many people in Bishop's Stortford commute to other places, or need to access key services, education and retail located in surrounding towns.

A group of five packages have been developed which are aligned with five important inter-urban transport corridors towards Harlow, Braintree, Saffron Walden, Cambridge, Hertford and Ware. With the exception of Hertford and Ware, improvements along most of these transport corridors will require Hertfordshire County Council and East Hertfordshire District Council working with other local authorities in Cambridgeshire and Essex, including making improvements to routes which cross the county boundaries including cycle routes, bus services and road links.

It will be harder to encourage sustainable travel when longer distance trips are involved, especially where there are no direct rail connections (e.g. to Braintree, Hertford and Ware), bus and coach services are more limited and where roads currently provide a faster and more convenient way from getting between towns.

The GTP has identified some improvements to facilitate more sustainable travel and priorities for further discussion between the local authorities.

Sawbridgeworth

The following packages have been defined for the town of Sawbridgeworth.

Table 32 - Sawbridgeworth Packages (PK26 to PK31)

Packages	Package Group / Area
PK26	Prioritising Pedestrians and Cyclists
PK27	Town Centre Traffic Movements
PK28	Sawbridgeworth Station Accessibility and Connectivity
PK29	Enhanced Footway and Cycleway Routes to schools
PK30	Cambridge Road Sustainable Travel Corridor
PK31	London Road Sustainable Travel Corridor

Sawbridgeworth is a small town just north east of Harlow. The main road running through Sawbridgeworth is the A1184 which follows onto the A414 going south. The M11 is also situated east of Sawbridgeworth although to reach it motorists need to travel via the A1184 towards Harlow (Junction 7) or Bishop's Stortford (Junction 8). Of more significance is the fact that the West Anglia Main Line serves Sawbridgeworth, providing a link to Harlow, Bishop's Stortford, Cambridge and Greater London.
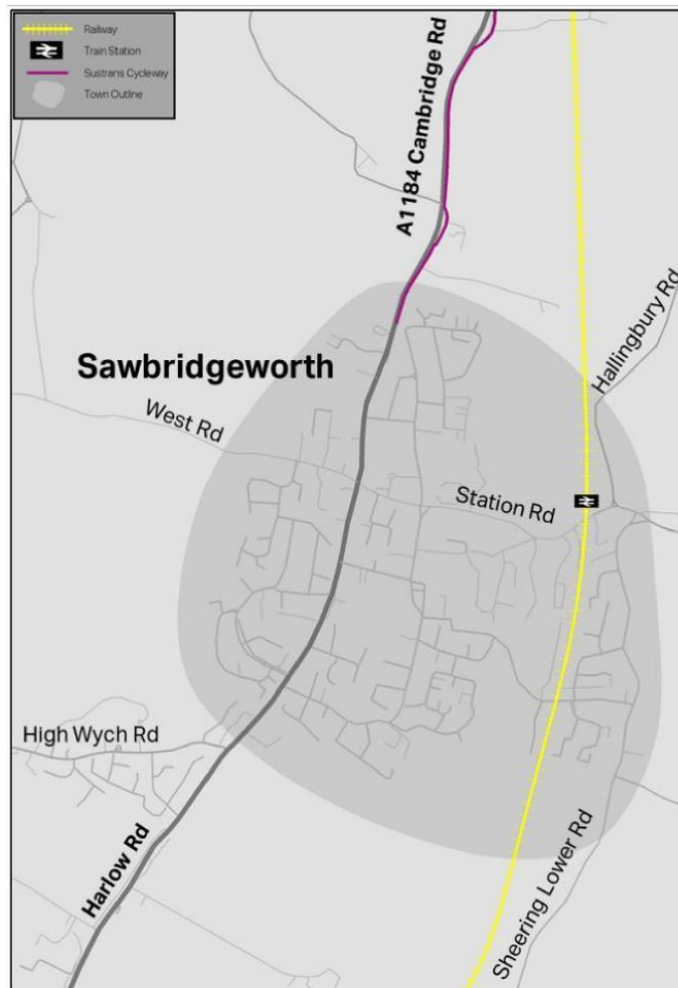
Figure 11 - Map of Sawbridgeworth

PK26– Prioritising Pedestrians and Cyclists

The overarching aim of Package 26 is:

Measures to increase walking and cycling across Sawbridgeworth.

The Package consists of:

- Improvements to the A1184/West Road/Station Road junction incorporating better facilities for pedestrians and cyclists

- Improved cycle provision on Bell Street

- Improved walking and cycling provision to facilitate walking and cycling between West Rd and A1184

The full schedule of interventions is shown in the table below.

Table 33 - PK26 - Prioritising Pedestrians and Cyclists

Linked Projects	ID	Name	Description
	PR231	West Road footway enhancements	Footway enhancements along southern side of West Road (SAWB3 only) (IC22)
	PR232	A1184/West Road/Station Road junction improvements	Improvements to the A1184/West Road/Station Road junction incorporating better facilities for pedestrians and cyclists (IC9)
	PR234	Pedestrian provision at A1184/Bell Street junction	Improve place function and walking mode share at A1184/Bell St junction through pedestrian provision. (IC22)
	PR235	Forebury cycling improvements	Increase cycle mode share through cycle provision on The Forebury. (IC22)
	PR237	SAWB 2 walking provision	Improved walking provision at SAWB 2 development to increase mode share (IC9)
	PR238	Pedestrian crossing improvements at West Road/Coney Green/Mandeville School junction	Increase walking mode share through improved pedestrian provision at West Rd/Coney Green/Mandeville School junction (IC9)
	PR239	Bell Street improvements	Improved urban realm and walking and cycle provision on Bell Street (IC22)
	PR240	Walking and cycling improvements between West Road and A1184	Walking and cycling provision to facilitate walking and cycling between West Rd and A1184 (IC22)

Linked Projects	ID	Name	Description
	PR241	River Stort towpath improvements	Work with Essex County Council to improve walking and cycling provision on River Stort towpath to enable wider use, especially by disabled people (IC22)
	PR242	Sawbridgeworth cycle parking	Improve cycle parking provision at key locations in Sawbridgeworth to promote cycling uptake. Key locations include Sawbridgeworth station, town centre and key activity centres and parks/playgrounds including Bullfields Park. (IC2)
	PR243	Sawbridgeworth wayfinding	Improve the wayfinding between key locations, particularly for walking, cycling and public transport routes, in Sawbridgeworth (IC22)
	SM236	Pedestrian crossing improvements	Increase pedestrian mode share through pedestrian provision at crossings along the A1184 and Station Road. (IC9)

PK27– Town Centre Traffic Movements

The overarching aim of Package 27 is:

Measures to reduce the impact of traffic in Sawbridgeworth.

The Package consists of:

- Revision of speed limits to slow traffic down and make it easier for people to cross the road on foot

- Increase walking and cycling mode share by restricting access to Bell Street at peak hours

- Improve provision of electric vehicle charging points at key locations in Sawbridgeworth to promote an uptake in electric vehicle use

The full schedule of interventions is shown in the table below.

Table 34 – PK27 - Town Centre Traffic Management

Linked Projects	ID	Name	Description
	PR247	Bell Street 20mph speed limit	Increase walking and cycling mode share by reducing vehicle speeds along Bell Street. Reference should be made to the Speed

Linked Projects	ID	Name	Description
			Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	SM244	30mph speed limit extension	Increase walking and cycling mode share by extending the 30mph speed limit zone in areas south of A1184 and east of Station Rd. (IC21)
	SM245	20mph speed limit in town centre	Increase walking and cycling mode share by implementing a 20mph speed zone in the town centre. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel. (IC21)
	SM246	40mph speed limit extension	Increase walking and cycling mode share by extending the 40mph speed limit zone to include West Rd/Beanfield Rd junction. (IC21)
	SM248	Improved air quality	Work with East Herts District Council to address air quality issues through Sawbridgeworth, including in the Sawbridgeworth AQMA through encouragement of sustainable travel for short distance trips. Work with East Herts District Council to secure an air quality monitoring regime. (IC15)
	SM250	Electric vehicle charging points - Sawbridgeworth	Help enable the improved provision of electric vehicle charging points at key locations in Sawbridgeworth to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM251	Parking management - Sawbridgeworth	Work with operators and local authorities to manage car parking provision in Sawbridgeworth through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. (IC14)

PK28– Sawbridgeworth Station Accessibility and Connectivity

The overarching aim of Package 28 is:

Measures to improve access to Sawbridgeworth station by sustainable travel modes

The Package consists of:

- Revision of speed limits to slow traffic down and make it easier for people to cross the road on

- Improve pedestrian crossing facilities outside the railway station

- Increasing walking and cycling mode share through improved crossing provision at Station Rd/ Bullfields/ Knight St junction

The full schedule of interventions is shown in the table below.

Table 35 – PK28 - Sawbridgeworth Station Accessibility and Connectivity

Linked Projects	ID	Name	Description
	PR253	Crossing improvements at Station Road/Bullfields/Knight Street junction	Increasing walking and cycling mode share through improved crossing provision at Station Rd/Bullfields/Knight St junction. (IC9)
	PR254	Sustainable travel access to station	Improved sustainable travel provision at the station to increase walking and cycling mode share. (IC15)
	PR256	Pedestrian crossing improvements at the station	Improve pedestrian crossing facilities outside the railway station. (IC22)
	SM257	Improved bus service provision and journey times to Sawbridgeworth station	Improved bus service provision and journey times to Sawbridgeworth station, including community services (IC18)
	SM258	Improve ticketing experience in Sawbridgeworth	Consider opportunities to improve the customer experience when purchasing public transport tickets Sawbridgeworth. (IC13)

PK29– Enhanced Footway and Cycleway Routes to schools

The overarching aim of Package 29 is:

Improved pedestrian and cycle access to Mandeville Primary School and Leventhorpe School and Leisure Centre.

The Package consists of:

- Footway/ cycleway on West Road

- Increase walking and cycling mode share by improving crossing arrangements on the A1184

The full schedule of interventions is shown in the table below.

Table 36 – PK29 - Enhanced Footway and Cycleway Routes to schools

Linked Projects	ID	Name	Description
	PR259	Walking and cycling routes to the Mandeville and Leventhorpe Schools	Footway/cycleway from West Road to Mandeville School and Leventhorpe School (SAWB2 only). (IC22)
	PR260	Improved pedestrian crossings outside Leventhorpe School	Increase walking and cycling mode share by improving crossing arrangements on the A1184 at Leventhorpe School. (IC9)
	PR261	Cambridge Road cycling improvements	Improved cycle provision along A1184 between Leventhorpe School and Station Rd/West Rd. (IC22)

PK30- Cambridge Road Sustainable Travel Corridor

The overarching aim of Package 30 is:

Improvements in sustainable travel in the north of Sawbridgeworth.

The Package consists of:

- Improve pedestrian access to/ from the development at Northfield House

- Improve bus stop facilities on Cambridge Road

The full schedule of interventions is shown in the table below.

Table 37 - PK30 - Cambridge Road Sustainable Travel Corridor

Linked Projects	ID	Name	Description
	PR261	Cambridge Road cycling improvements	Improved cycle provision along A1184 between Leventhorpe School and Station Rd/West Rd. (IC22)

Linked Projects	ID	Name	Description
	PR263	Linking existing shared use routes on the A1184	Walking and Cycling provision on A1184 to link sections of existing shared use paths. (IC22)
	PR264	Northfield House walking and cycling improvements	Improve pedestrian and cycle access to/ from the development at Northfield House. (IC22)
	PR265	Cambridge Road bus stop improvements	Improve bus stop facilities on Cambridge Road. (IC17)
	PR267	Promote available sustainable travel options in Sawbridgeworth	Promote the available public transport services and active travel routes in Sawbridgeworth to encourage an uptake in sustainable travel. (IC12)
	PR269	Real time information at bus stops in Sawbridgeworth	Provide real time information at public transport stops in Sawbridgeworth to facilitate better journey planning and reliability. (IC20)
	SM268	Cambridge Road bus service improvements	Improve the bus service provision and journey time reliability on Cambridge Road to encourage more public transport use. (IC18)

PK31- London Road Sustainable Travel Corridor

The overarching aim of Package 31 is:

Better public transport provision in the south of Sawbridgeworth including better links towards Harlow and the Gilston Park development

The Package consists of:

- Improvements to the A1184/High Wych Road junction to include bus priority and pedestrian and cycle facilities

- Improved bus service provision towards the Gilston Park development and Harlow

The full schedule of interventions is shown in the table below.

Table 38 - PK31 - London Road Sustainable Travel Corridor

Linked Projects	ID	Name	Description
	PR267	Promote available sustainable travel options in Sawbridgeworth	Promote the available public transport services and active travel routes in Sawbridgeworth to encourage an uptake in sustainable travel. (IC12)
	PR269	Real time information at bus stops in Sawbridgeworth	Provide real time information at public transport stops in Sawbridgeworth to facilitate better journey planning and reliability. (IC20)
	PR270	A1184/High Wych Road junction improvement	Improvement of A1184/High Wych Road junction potentially including bus priority, pedestrian and cycle improvements. (IC9)
	PR271	London Road cycling improvements	Improved cycle provision along A1184 between Station Rd/West Rd to south town boundary. (IC22)
	PR273	London Road bus stop improvements	Upgrade bus stop facilities to improve safety and access to bus services in the south of Sawbridgeworth. (IC17)
	SM272	London Road pedestrian crossing improvements	Improve crossing facilities for pedestrians, particularly near bus stops. (IC22)
	SM274	London Road bus service improvements	Improve the bus service provision and journey time reliability in the south of Sawbridgeworth to encourage more public transport use, including direct links towards the Gilston Park development and Harlow. (IC18)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)

Sawbridgeworth Packages - overview

Situated between Bishop's Stortford and Harlow, Sawbridgeworth is a much smaller town which offers significant opportunities for making local trips on foot and by bike. This has therefore been the main focus of the six packages put forward for Sawbridgeworth in the GTP.

The A1184 London Road / Cambridge Road slices through Sawbridgeworth, and is the main local road facilitating traffic movements between Bishop's Stortford (and connecting onto the A120) and Harlow (connecting onto the A414).

Through traffic movements are disruptive to the local community, and whilst the GTP would not be seeking to close the road to traffic, interventions are put forward to improve footways, cycle routes and crossing points which will make walking and cycling along and across the busy road much easier.

Connections to Harlow

The following packages have been defined for connections to the town of Harlow.

Table 39 - Harlow Packages (PK32 to PK33)

Packages	Package Group / Area
PK32	Harlow Highway Measures
PK33	Harlow Sustainable Travel Measures

Harlow is a town situated in the west of Essex. It is a designated Garden Town and will therefore be subject to significant expansion in the coming years including the large-scale Gilston Park development which will be situated to the north of Harlow within East Hertfordshire. Harlow is linked to the Broxbourne Towns primarily by the West Anglia Main Line and via the A414, A10 and A1170 roads. The town is linked to Bishop's Stortford and Sawbridgeworth by the West Anglia Main Line as well as local bus services. The M11 runs to the east of Harlow and connects with the M25 to the south and Stansted Airport and Cambridge to the north.
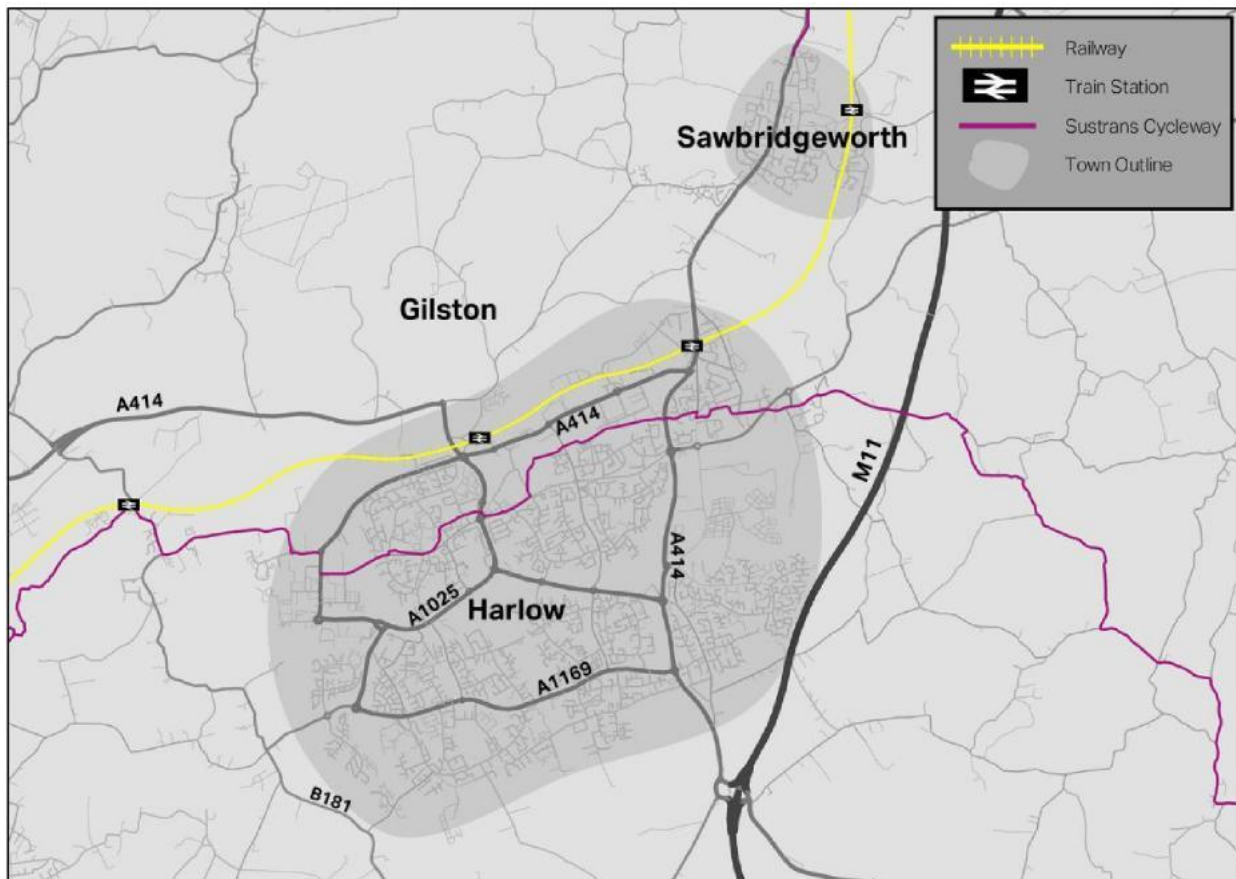
Figure 12 - Map of Harlow and surrounding connections

PK32- Harlow Highway Measures

The overarching aim of Package 32 is:

A range of highway improvements to reduce congestion and improve connectivity in northern Harlow (including measures promoted by Essex County Council and those associated with the planned Gilston Park development)

The Package consists of:

- A new River Stort crossing

- Widening of the existing Fifth Avenue river crossing to incorporate bus priority

- Improvements to M11 Junction 7 (promoted by Essex County Council) to increase traffic throughput and reduce congestion, therefore improving access to Harlow (south) from the M11 and A414 (Essex) corridors

The full schedule of interventions is shown in the table below.

Table 40 - PK32 - Harlow Highway Measures

Linked Projects	ID	Name	Description
	PR277	Edinburgh Way/Howard Way junction improvement	Work with Essex County Council to investigate options for A414 Edinburgh Way/Howard Way improvement scheme, including provision for active travel and sustainable travel. (IC7)
	SM275	Widening of River Stort Central crossing	Widening of Central crossing over River Stort from Eastwick Roundabout to Burnt Mill Roundabout to provide a sustainable travel corridor between the Gilston Park development and Harlow. (IC7)
	SM276	New River Stort crossing	New Second Stort Crossing to the east of the existing crossing to reduce through-traffic within Harlow and to provide additional access to Templefields Industrial Estate, including provision for active and sustainable travel, to Gilston Park Development. (IC7) (Note: this intervention also features in the SE GTP as SM510)
	SM291	M11 Junction 7 upgrade	M11 Junction 7 upgrade scheme (promoted by Essex County Council) to reduce congestion to facilitate sustainable travel improvements, improve air quality and facilitate growth delivered as part of Harlow–Gilston Garden Town –

Linked Projects	ID	Name	Description
			delivered in conjunction with the new Junction 7a. (IC7) (Note: this intervention also features in the SE GTP as SM511)
	SM304	Edinburgh Way/Retail Park junction improvement	Work with Essex County Council to investigate options for A414 Edinburgh Way/Retail Park junction improvement. (IC5) (Note: this intervention also features in the SE GTP as SM143)
	SM312	Gilston development access arrangements	Gilston development access arrangements, including provision for active and sustainable travel. (IC5) (Note: this intervention also features in the SE GTP as SM144)

PK33- Harlow Sustainable Travel Measures

The overarching aim of Package 33 is:

A range of sustainable travel measures to support the Garden Town masterplan, including the Gilston Park development.

The Package consists of:

- New north-south and east-west Sustainable Travel Corridors incorporating bus priority and improved walking/cycling links

- Improved access to Harlow Town railway station, including a new northern access

The full schedule of interventions is shown in the table below.

Table 41 - PK33 - Harlow Sustainable Travel Measures

Linked Projects	ID	Name	Description
	PR283	Cycle parking at key destinations in Harlow	Work with Essex County Council to improve cycle parking provision at key locations in Harlow to promote cycling uptake. Key locations include Harlow Mill station, Riverside Way Industrial Estate, retail parks along Edinburgh Way and Old Harlow town centre and Mark Hall Sports Centre. (IC2) (Note: this intervention also features in the SE GTP as SM502)

Linked Projects	ID	Name	Description
	PR285	Promote available sustainable travel options between Bishop's Stortford, Sawbridgeworth and Harlow	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Harlow / Sawbridgeworth to encourage an uptake in sustainable travel. (IC12)
	PR289	Bus stop improvements between Bishop's Stortford, Sawbridgeworth and Harlow	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Harlow / Sawbridgeworth. (IC17)
	SM279	North-south and east- west sustainable travel corridors	Work with Essex County Council to increase PT and active travel mode share through a framework of North-south and east-west sustainable transport corridors, including connections to the proposed HERT mass rapid transit system. (IC15)
	SM280	Stansted to Rye House strategic cycle route	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)
	SM282	Harlow Enterprise Zone rail accessibility	Work with Essex County Council, operators and Network Rail to improve rail accessibility to the Harlow Enterprise Zone sites (Templefields, Kao Park and Science Park). (IC18)
	SM284	Electric vehicle charging points between Bishop's Stortford, Sawbridgeworth and Harlow	Work with East Herts District Council and Essex County Council to help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Harlow / Sawbridgeworth to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy. (IC11)
	SM286	Improve ticketing experience between Bishop's Stortford, Sawbridgeworth and Harlow	Work with Essex County Council to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Harlow / Sawbridgeworth. (IC13)
	SM287	Parking management between Bishop's Stortford, Sawbridgeworth and Harlow	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Harlow /

Linked Projects	ID	Name	Description
			Sawbridgeworth through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites. (IC14)
	SM313	Workplace parking levy	Review options for the implementation of a Workplace Parking Levy. (IC14) (Note: this intervention also features in the SE GTP as SM146)
	SM305	Park and Ride	Review options for a Park and Ride facility which links to the proposed HERT mass rapid transit system. (IC14) (Note: this intervention also features in the SE GTP as SM147)
	SM306	Harlow station access and connections	Improved access to Harlow Town Station from adjoining areas, including improved sustainable travel connections. (IC10) (Note: this intervention also features in the SE GTP as SM148)

Harlow Packages - overview

Harlow is located on the edge of the GTP Eastern Area, and improvements which are made within Harlow will influence travel behaviour to the north from places like Bishop's Stortford and Sawbridgeworth.

Two packages are put forward comprising a range of interventions which could influence how people travel from East Hertfordshire. The most notable change expected to occur in this area is the planned Gilston development to the north of Harlow. As part of the Harlow Gilston Garden Town, there is a strong emphasis on sustainability, including new infrastructure that will enable people to walk, cycle and travel by bus.

Implications

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7. Implications on Place and Movement

The Hertfordshire Place and Movement Assessment road categories were defined at Stage 1 of developing the GTP and consideration was given to whether or not the current road functions are appropriate at Stage 2.

The interventions put forward in the GTP could have implications on how the road network functions in the future. A large proportion of the Interventions seek to give a greater level of priority to particular users of the network by addressing a current shortfall in provision.

The general conclusion reached at Stage 2 was that the Place and Movement functions defined today are likely to be appropriate in the future however there is opportunity to improve facilities for a greater range of users than what is currently provided.

Therefore, where a section of road is functioning today as a **P2/M2 Multi Function Distributor Road** and this is considered to be an appropriate function to maintain in the future, this does not imply that there is no opportunity or a need to make improvements to facilities which seek to give more priority to particular users.

A **P2/M2 Multi Function Distributor Road** is a prime example where there needs to be equality between Place and Movement functions. To reinforce this function in the future, an **P2/M2 Multi Function Distributor Road** which currently prioritises traffic would benefit in improved pedestrian and cyclist facilities such as new crossings.

A less common outcome is where the Place and Movement function will change as a result of a single Intervention or Package of Interventions. A change in function is likely to be more transformative and would also need to involve a change in surrounding land use.

Where such change is likely to occur is within the locations of new housing and employment developments, particularly those being constructed outside of existing settlements. In these locations, where a road outside of a town may be currently categorised as a **P1/M2 Interurban Road** or **P1/M1 Rural Lane**, the implementation of a new development will change the character and function of a road as new houses are built adjacent to it, new footways, street lighting and other 'urban features' are introduced such as additional signage, road markings and manmade landscaping, and a more appropriate reduced speed limit is introduced. The function may therefore change to a **P2/M2 Multi Function Distributor Road** or **P2/M1 Predominantly Residential Street**.

Intensification of land uses or the introduction of additional 'urban features' could change the function of a **P2/M3 Main Connector** to a **P2/M2 Multi Function Distributor Road**.

Set out below are sections of road where there is considered to be the strongest potential for change as a consequence of the proposed interventions and/or proposed developments.

Table 42 - Place and Movement Function Changes

Road/Road Section and Location	Current Function	Potential Future Function	Comment
A1184 London Road Cambridge Road Station Road West Road junction, Sawbridgeworth	A1184 London Road – P3/M2 High Street A1184 Cambridge Road – P2/M2 Multi Function Distributor Road Station Road – P2/M2 Multi Function Distributor Road West Road – P2/M2 Multi Function Distributor Road	A1184 London Road – P3/M2 High Street A1184 Cambridge Road - P3/M2 High Street Station Road – P3/M2 High Street West Road - P3/M2 High Street *approach to the junction only	A proposed intervention in the centre of Sawbridgeworth seeks to enhance facilities for pedestrians and cyclists and reduce the severance effect of traffic using the A1184 through the town.
Obrey Way and Whittington Way, Bishop's Stortford	P2/M2 Main Connector	P2/M2 Multi Function Distributor Road	The proposed Bishop's Stortford South development will change the function of these roads by introducing additional urban features including a new intermediate junction, additional signage and new crossings.
A120 Little Hadham	P1/M3 Motorway/Major A- road	P2/M2 Multi Function Distributor Road or P2/M1 Predominantly Residential Street	The introduction of the bypass around Little Hadham will result in the current route through the village being downgraded. This presents an opportunity to improve facilities for pedestrians and cyclists and an enhancement of the place function of the road.

As highlighted above, at Little Hadham, the implementation of the bypass will lead to a change in function of the existing road running through the village as traffic diverts away.

There will also be instances where planned new development, including urban extensions could lead to a change in function of surrounding roads.

There may be instances where developments do not trigger any change to the surrounding network, such as the proposed Bishop's Stortford North which would feed into the existing network without any major alteration of roads.

In some cases, however, development could pose a risk to the current intended function and this should be examined as part of the development management process to ensure appropriate measures are put in place (e.g. secured through S278 or CIL/S106 agreements) to mitigate any impacts.

In far fewer cases, the current function of a road may not change as a consequence of surrounding development, even if the function is not entirely compatible with the development coming forward. A key example of this is the Gilston development north of Harlow, where the A414 will continue to function as a **P1 / M3 Major Interurban Road** and therefore the increase travel demand between the Gilston development and Harlow, for example the movement of pedestrians and cyclists to/from Harlow Town station, will need to be segregated through the provision of an overbridge.

Conclusion

08

8. Conclusion

The provision of reliable, safe and high-quality transport infrastructure and services is essential in the functioning of towns and rural areas, and in the delivery of sustainable housing and employment development.

Transport helps facilitate journeys from home to work, to school, for leisure purposes and for access to vital services such as healthcare. Businesses are reliant upon an efficient, safe and reliable transport system in order to attract employees and customers, as well as for the transport of goods and services to different places. As well as catering for existing requirements, transport, or a lack thereof, can also help unlock or be a constraint on new opportunities, both for economic development and for individual wellbeing.

Good planning practices can help identify the conditions needed to operate an efficient transport system and facilitate development growth proposals. If the process of planning is not equipped to deal with these requirements, the delivery of sustainable development could be delayed or even prevented, and this could therefore have lasting negative consequences on towns and communities.

Hertfordshire is facing significant levels of housing and employment growth which are expected to have an impact on the county's local and strategic transport systems and networks in the short, medium and long term. In a post-recession economy, delivering economic growth has become one of the UK Government's main priorities. However, this is set against a backdrop of increasing competition for funding to help invest in new infrastructure, with less money available for local authorities to spend today than perhaps in the past.

The transport needs of large-scale residential and employment development coming forward within Hertfordshire and surrounding areas may be reliant upon seeking vital funding from Central Government and elsewhere, and this funding may only be obtained if a good case is made for investment which is based on robust evidence and positive collaborative planning.

With this in mind, Hertfordshire County Council has developed a fresh approach to planning for the short, medium- and long-term transport needs.

The Growth and Transport Plan ('GTP') is a new approach to sub-county transport planning. A GTP is a strategic spatial transport plan developed by Hertfordshire County Council in partnership with key stakeholders, including District/Borough councils and the Local Enterprise Partnership, for the purpose of applying LTP policies and objectives to a growth-focused sub-area within Hertfordshire.

The Hertfordshire Eastern Area GTP is one of a suite of new GTPs and covers the towns of Bishop's Stortford and Sawbridgeworth along with their connections with neighbouring towns and areas including Harlow, Stansted Airport, Hertford, Ware, Buntingford and Cambridge.

The GTP provides an opportunity to plan for the cumulative transport needs of planned development growth and recognises this in conjunction with much broader needs to maintain and improve the quality of life of residents, employees and visitors to the area.

The Eastern Area GTP puts forward a schedule of transports interventions which have been formulated in response to a range of challenges and in line with a set of robust and forward-looking objectives. Interventions are defined as Projects – which are arranged into complementary Linked Project Groups -

and Schemes, and in turn these have been assembled into forty Packages. The Packages are geographically aligned to address a range of challenges and to delivery LTP4 policies along key travel movements ('interactions') as well as opportunities arising from planned future development.

It is not intended for the GTP to prescribe a rigid forward programme of works but to act as a decision-making guide to help steer future direction of investment and prioritisation in transport. It is envisaged that only by implementing all of the interventions within a Package will the overall benefits that the GTP aspires to can be unlocked. However, it is recognised that interventions are only defined at a broad, conceptual level of detail and therefore more detailed work may reveal important changes to interventions, or alternative interventions that could also achieve the same aim and goals of each Package.

There are many unknowns which will influence the implementation of the GTP's proposals: the availability of funding; scale, location and build-out of planned housing and employment development; changes in people's travel behaviour and options; development and take-up of innovative new transport technologies (for example autonomous transport, access to a car by subscription as opposed to ownership; demand responsive public transport); local and macro-social, economic and environmental factors. These could all exert an influence on future decision making.

As far as possible, the GTP provides a flexible decision-making framework built upon currently available evidence and forecasts which could and should evolve in response to changing factors.

The next step in implementing the GTP will be to develop and assess the proposals in more detail and align them with potential funding opportunities coming forward.

There will also need to be a process of assessing proposals in more detail using existing or new evidence tools including transport models. This will help to refine and validate proposals in the local and wider geographical context.

The schedule of interventions will also be adopted by HCC and entered into their established ranking processes and forward programme of works. The scoring and ranking of interventions presented in this GTP is only an initial guide. Future prioritisation of interventions will highlight if/when more detailed work needs to be carried out in order to eventually implement interventions.

Continual recognition and monitoring of potential funding opportunities is critical. For major investment in transport, Local Authorities are increasingly reliant upon making bids to Central Government. It is important therefore that a robust case can be put forward for successfully obtaining funds. The GTP in conjunction with other supporting strategies and policies including Hertfordshire's Local Transport Plan and the district/borough Local Plans, will form the necessary foundation for presenting a robust narrative for why awarding funds to support Hertfordshire's transport needs represents good value for money.

This GTP should not be set in stone indefinitely therefore it is recognised that a periodic update will be required, especially where there is a significant change in local circumstances which may require a re-evaluation of growth and transport challenges and opportunities. For example, Local Plans will undergo reviews which may identify new growth priorities which in turn trigger the need to consider how the transport network needs to cater for the increased growth. The GTP will respond to an ever-changing development context and provide a robust framework for strategic spatial transport planning today and into the future.

Appendix A - Methodology

Stage 3 of developing the GTP has been broken into a series of tasks. These tasks are shown in the figure below.
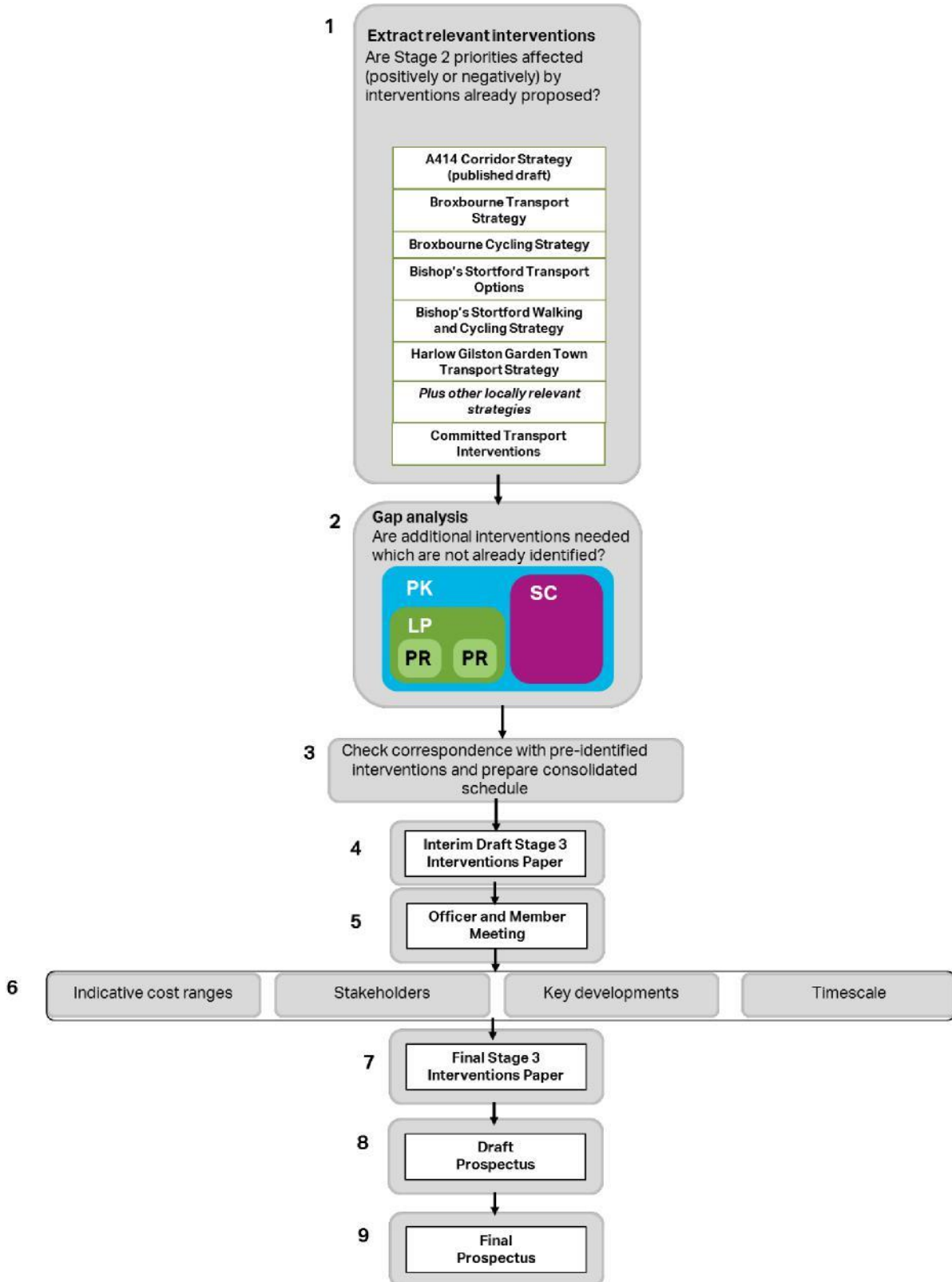
Task 1 – Previously Identified Interventions

Task 1 has involved identification of Interventions from existing/adopted plans and strategies. The following documents were referred to under this task:

1. Bishop's Stortford Transport Options Report (East Herts District Council and Hertfordshire County Council)

2. East Herts Infrastructure Delivery Plan (East Herts District Council)

3. Bishop's Stortford Walking & Cycling Strategy (Bishop's Stortford Town Council)

4. Harlow Council Infrastructure Delivery Plan 2018 (Harlow Council)

5. Anglia Route Study (Network Rail)

6. Hertfordshire Local Transport Plan 4 (Hertfordshire County Council)

7. Hertfordshire Rail Strategy (Hertfordshire County Council)

8. Bishop's Stortford Parking Strategy (East Herts District Council)

9. Sawbridgeworth Local Cycling and Walking Plan (Sawbridgeworth Town Council)

10. Stansted - Harlow - Lea Valley Cycle Corridor Study (Hertfordshire County Council)

A total of 135 Interventions were identified based on the recommendations mentioned in the aforementioned 10 documents. Each intervention was expanded to describe its details, location and its level of impact on or relevance to each of the Interactions. In summary, the following steps were taken:

11. All the 135 Interventions were assessed qualitatively to show their impact on each of the 5 Inter-Urban Interactions and 11 Local Interactions. The impact or relevance of an Intervention on an Interaction was qualitatively judged as a 'positive', 'negative' or 'no impact' – comments/ justification of this were mentioned for each intervention (an example shown in Table 48.

12. Interventions were categorised into 23 different categories based on their type (e.g. mode of travel) and potential impact. The list of categories is presented in Table 49.

13. The 23 different intervention categories were scored based on the user hierarchy of HCC's LTP4 they best align with, as set out in Table 49. HCC's User Hierarchy list is presented in Table 50.

14. The number of identified Interventions for each interaction were counted against their relevant HCC LTP4 User Hierarchy (Table 51) to draw overall conclusions on the interventions' relevance to HCCs' key policy.

15. All the Inter-Urban Interactions, Local Interactions and Interventions were geo-tagged using GIS software, to help in understanding the spatial impact of Interactions, identification of any missing types of interventions for Interactions (Task 2) and linked observations.

Table 43 - Example of Previously Identified Interventions from Task 1

Location	Intervention - Category	Intervention Description	Source	Comments / Justification
Bishop's Stortford, B1004 Gt Hadham Rd/Villiers- Sur-Marne	Multi-modal interchange improvement	Increase sustainable mode share to and from the Bishop's Stortford High School through improved public transport and walking connectivity. Suggested measures include re-routing bus service 308, implementing a new bus stop and new pedestrian facilities.	Bishop's Stortford Transport Options Report	Would improve sustainable connectivity in the wider area around Bishop's Stortford High School

Table 44 - The 23 Intervention Categories (for both Task 1 and Task 2)

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
5	Policy – Parking management	**Description / Example Interventions:** This intervention category will comprise a review of parking supply which could result in a change to the amount of and/or location of parking. The intention is to improve local highway operation, reduce congestion and encourage model shift where feasible, but also improve the supply of parking where it is most needed, which could also involve increasing disabled parking bays and reviewing the layout of car parking to improve safety and security (alignment with Park Mark - Safer Parking Scheme). **Significance / Comments:** Parking management can help to deal with traffic, improve air quality, ensure better road safety and increase utility of the land resource, and it can further encourage trips by public transport, active modes and manage/reduce travel demand. Public revenue from parking fee can help cross-subsidize non-car modes. **Selection Criteria:** None	IC14
5	Policy – Sustainable transport upgrade / plan	**Description / Example Interventions:** This intervention category comprises further study to identify sustainable travel initiatives in more detail. The reason why further study may be required is that more focused surveys and engagement with local communities and user groups will be required to identify appropriate actions and interventions needed to encourage sustainable travel. **Significance / Comments:** Sustainable transport upgrades can include strategies that are aimed at promoting sustainable travel, improving safety, shared mobility and	IC15

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		increased accessibility whilst it can help reduce congestion, increase air quality, influence travel behaviour and reduce car dependence. Such plans can also manage/ reduce travel demand. **Selection Criteria:** None	
5	Travel demand management – Speed limit review and improve active travel	**Description / Example Interventions:** This intervention category can comprise changes to speed limits or measures to influence traffic speeds where there is opportunity to enhance the attractiveness of walking and cycling. It should be noted that HCC's Speed Management Strategy sets out guidance governing in what situations a change in speed limit should be considered. Measures to change traffic speeds could include road humps, chicanes and gateways. **Significance / Comments:** Introducing revised speed limits and improving infrastructure for active travel along a corridor/ area may attract more people towards active travel and increase active travel mode share and can manage/ reduce travel demand. It will improve safety of cyclists and pedestrians. **NOTE:** This type of intervention could increase journey time of vehicles, including buses (if they route on the corridor), which may decrease their mode share and possibly increase emissions within the corridor/ area. Any consideration of speed limit changes needs to refer to HCC's Speed Management Strategy. **Selection criteria:** Demand management measures, such as decreasing speed limits, may have adverse effects on bus journey times along Interurban Interactions.	IC21
4	Cycle Parking	**Description / Example Interventions:** Cycle parking can take different forms. It could comprise more traditional Sheffield stands for a limited number of bicycles, or a larger facility, potentially covered, which could accommodate 10+ bicycles. Cycle parking could be located close to key facilities on the footway where there is sufficient space available so as not to disrupt the movement of pedestrians. In conjunction,	IC2

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		consideration would need to be given to the access routes to cycle parking, for example lining and signing, ramps from the road carriageway onto the footway. Where space is more limited, consideration could be given to replacing a car parking space with cycle parking which could accommodate around 10 bicycles. **Significance / Comments:** This category of interventions would provide sufficient cycle parking at an activity centre or transport interchange, which may increase cyclist's confidence on availability of safe, secure parking at their destination. This is essential to enable people to make more trips by cycle and may help increase mode share of cycle alongside other improvements to cycle routes. **NOTE:** whilst generally a positive measure, cycle parking should not be provided in locations where cyclists or other transport users including pedestrians are put at risk, for example, an increase in cyclists re-routing on pavements. Only recommend cycle parking for Interurban Interactions that take 30min or less to cycle.	
4	Junction improvements – walking and cycling/new bridge	**Description / Example Interventions:** This intervention category is intended to improve connectivity for pedestrians and cyclists and could comprise a new bridge over a river, railway or road, or an 'at-grade' crossing on a road. At-grade crossings could comprise uncontrolled crossings including new dropped kerbs with tactile paving, installation of traffic islands incorporating pedestrian/cyclist refuge facilities and signal-controlled crossings including Toucan crossings which enable pedestrians and cyclists to cross. **Significance / Comments:** This intervention would increase access and safety of pedestrians and cyclists at junctions, along with improved mobility and accessibility. It may reduce public concerns/ fear of being involved in a collision, long waiting time at junctions and confronted with traffic. **NOTE:** This type of intervention may increase wait time at junctions of vehicles, including buses (if they route on the corridor). **Selection Criteria:** Only recommend for Interurban Interactions that has journey time of up to 30min	IC9

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
4	Walking and cycling network improvements	**Description / Example Interventions:** This intervention category comprises improvements to existing footways and cycle routes and/or the creation of new footways and cycle routes across a network. This could also include additional and improved crossing facilities, wayfinding signage, improvements in surfacing (in line with HCC's standard approach to prioritising maintenance of the footway network). **Significance / Comments:** Improvement in walking and cycling infrastructure in a corridor/ area will improve safety of cyclists and pedestrians. This could increase attractiveness of active travel and increase active travel mode share. Interventions in residential area, town centres, access routes of transport interchanges and schools would help local interactions and modal shift towards active modes. **Selection criteria:** No Interurban Interactions with journey time on over 30mins reasonable cycling distance between key locations were identified as missing proposed interventions for walking and cycling network improvements.	IC22
4	Wayfinding / Signage	**Description / Example Interventions:** This intervention category includes new and improved signs which indicate pedestrian and cycle routes and predicted journey times/lengths to key destinations. This category can also comprise broader place-making initiatives including plinths which provide a range of local area information. **Significance / Comments:** This intervention would increase wayfinding for pedestrians and cyclists. This may reduce journey time of active modes, increase their comfort and make them more attractive. **Selection criteria:** Only recommend Wayfinding/Signage for Interurban Interactions with cycle routes that can be cycled in 30 minutes or less	IC23

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
3	Junction improvement - bus	**Description / Example Interventions:** This intervention category comprises highway improvements which incorporate bus priority or measures to ease the movement of buses at or close to highway junctions. This could comprise installation of traffic signals and bus lanes on the approach to junctions to give priority to buses over private vehicles, bus detection signals (linked to a bus GPS tracking system) and alteration to bus stops/lay-bys to ease the movement of buses into/out of the bus stop or removing the layby to make it easier for buses to resume a journey after passengers board/alight. **Significance / Comments:** Bus priority at junctions would decrease bus journey time and would make bus travel more attractive. This can lead to increase in bus patronage. **NOTE:** this type of intervention may have potential negative impact on car and other vehicles as it would increase their waiting time at junction, though this may further help modal shift of car users to bus. **Selection Criteria:** Only recommended bus priority measures for interactions that have a bus frequency of at least 4/hr.	IC6
3	Multi-modal interchange improvement	**Description / Example Interventions:** This intervention category comprises an improvement to an existing multi-modal transport interchange for example a bus or rail station, or the development of a new multi-modal interchange which could also include cycle parking, cycle hire/docking, waiting facilities and taxi rank, and car drop off/pick up area. The improvement could comprise new public realm in the form of new landscaping, planting, signage, seating and lighting. **Significance / Comments:** Improved multimodal interchanges may have widespread impacts of improving accessibility for both interurban and local trips. It would increase journey time reliability, inter-modality and interoperability. Urban realm/ placemaking interventions at the interchange may improve a bus and rail interchange's physical and aesthetic condition,	IC10

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		which would influence travel choices and make public transport a more attractive choice. **Selection Criteria:** None	
3	Policy - Marketing	**Description / Example Interventions:** This intervention category comprises marketing initiatives aimed at encouraging sustainable travel. This could involve marketing an existing bus service through a poster campaign or letter drop. The marketing initiative should ideally be targeted, for example residents of a neighbourhood who live within easy of a bus service. Cooperation with bus operators through the Interlink Partnership will be required. **Significance / Comments:** Marketing/ communication strategy can facilitate project delivery, keeps stakeholders and customers informed, prioritize investments, build trust with community and in the long run can help investment in sustainable transport. It can help promote and encourage the use of public transport, walking and cycling. **Selection Criteria:** None	IC12
3	Policy - Ticketing[16]	**Description / Example Interventions:** The Intalink Partnership is actively seeking ways to improve customer experience therefore countywide initiatives are already likely to be underway. This intervention category however requires more focused attention on a particular area or bus service, where additional engagement may be required to ensure that passengers on that bus service route have as many or all of the potential options available to obtain tickets and enhance the experience of taking a bus. Cooperation with bus operators through the Interlink Partnership will be required. **Significance / Comments:** Mobile/ online ticketing of public transport services can reduce boarding time, increase reliability of the system, increase customer satisfaction and reduce cash handling. **NOTE:** transport operators would need to be fully on-board to make this type of intervention viable. Coordination between operators would also be required.	IC13

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[16] This category is currently included in the packaging of newly developed Task 2 interventions. However, at a later stage these ticketing interventions could be removed from the packages and treated separately as area-wide interventions that may also help in achieving Ticketing Policy objectives of integrated ticketing/ E-ticketing for improved inter-modality (transfer tickets)

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		Selection Criteria: None	
3	Policy – Travel Plans	**Description / Example Interventions:** This intervention category involves development of travel plans which could cover neighbourhoods, discrete developments or specific properties, and could involve personalised travel planning. The travel plan should include targets for reducing car travel and increasing sustainable travel, and may include incentives such as free bus travel, as well as information on travel options. **Significance / Comments:** Travel Plans can reduce cost of travel, reduce journey times and help deliver travel demand management benefits. It can help promote and encourage the use of public transport, walking and cycling. **NOTE:** The effectiveness of Travel Plans can reduce over time especially if there is a reduction in funding, there is no robust monitoring being undertaken, and no mechanisms in place to address any issues which may be identified. **Selection Criteria:** None	IC16
3	Public Transport – Bus Stop Upgrades	**Description / Example Interventions:** This intervention category comprises making improvements to an existing bus stop, the relocation of an existing stop or the creation of a new bus stop. Improvements could involve installation of a bus shelter, improved lighting, step-free access, removal of a bus lay-by (where this might help buses re-enter general traffic flow) and renewal of the bus flag and road markings. Cooperation with bus operators through the Interlink Partnership will be required. **Significance / Comments:** Bus Stop Upgrades would improve the perception and image of bus services, whilst improving comfort level of bus users when they wait for buses at bus stop. It will have potential to affect many local interactions across the GTP area. This intervention has the potential to attract people towards bus service and increase user satisfaction. **NOTE:** Bus stop upgrades may not be feasible in all locations. For example limited footway width may limit the opportunity to introduce a shelter. **Selection Criteria:** None	IC17

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
3	Public Transport – Bus Service Improvements	**Description / Example Interventions:** This intervention category can comprise increasing bus service frequencies, changing service routes to increase patronage and/or avoid traffic congestion and thus improve journey times. It could also comprise improvements to bus vehicles including fleet upgrades and improved onboard facilities. Cooperation with bus operators through the Interlink Partnership will be required. **Significance / Comments:** Bus service improvement can improve the provision of bus services. This may include introducing a new bus service, re-routing an existing bus service, increasing the frequency of an existing service or implementing bus priority measures to improve bus journey times. These types of measures would potentially increase bus patronage and have a positive impact on air quality if there is a significant mode shift to bus. **NOTE:** Whilst this is not a primary concern, increases in bus services could have a negative impact on existing traffic conditions (disruption caused by stopping buses). The local transport operator would need to be engaged in any proposals to alter bus services. **Selection Criteria:** No Interurban Interactions were missing proposed interventions for bus service improvements	IC18
3	Public transport – Rail improvement	**Description / Example Interventions:** This intervention category comprises can include increasing rail frequencies at stations, train lengthening and station enhancements. Engagement with the relevant train operators, Network Rail and DfT would be required and any substantial improvements are less likely to be managed by HCC. **Significance / Comments:** Rail improvement in terms of increased capacity may help reduce crowding in rail, increase user comfort/ satisfaction and enable mode shift to rail. This can reduce car dependence as rail may become more attractive than car. **NOTE**: the operation and performance of rail services is managed and monitored at a national level with reduced input at a local level. Improvements to the rail network, in particular rolling stock, is subject to longer term planning and decision-making made at a national level in discussion with train operators. In the GTP are, the rail network is already undergoing significant investment in new train rolling stock on	IC19

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		both the Hertford Loop branch of the Great Northern rail service, and on the West Anglia Main Line. **Selection Criteria:** None	
3	Public transport – Real Time Information	**Description / Example Interventions:** This intervention category comprises provision of real time information panels at bus stops, interchanges and other key locations for example shopping centres and hospitals. The provision of real time information on buses and rail through apps should also be promoted. **Significance / Comments:** This category of interventions can potentially increase reliability of public transport and help in journey planning. **NOTE:** The increasing use of smartphone apps means that the provision of real time information at bus stops may no longer be required. It will need to be ensured the information being fed through travel apps is relevant and up to date. **Selection Criteria:** None	IC20
1/2/4	Highway, Walking and Cycling Network Improvements	**Description / Example Interventions:** This intervention category comprises highway network improvements (i.e. along multiple roads or inter-urban road corridor, multiple junctions) which are intended to benefit vehicles, but can also incorporate improvements to pedestrian and cyclist facilities. This could involve a series of junction improvements such as road widening, extending lane flaring, installation of traffic signals, incorporating a right turn facility, as well as associated lining, signing and road surfacing improvements. **Significance / Comments:** This intervention would increase capacity, improve the flow of traffic; increase access and improve safety of pedestrians and cyclists along a route, with improved mobility and accessibility. Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users - walking and cycling interventions is covered under separate category.	IC4
1/2/4	Junction improvements – Highway	**Description / Example Interventions:** This intervention category comprises an alteration to an existing junction which can benefit multiple users including vehicles and non-	IC8

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
	walking and cycling	motorised users. The aim is likely to reduce congestion and increase traffic throughput but could also address a safety issue and improve connectivity for pedestrians and cyclists. The improvement could comprise installation of new traffic signals, improved traffic signals (e.g. MOVA or SCOOT - dynamic systems which respond to fluctuations in traffic flow), a new or improved crossing facility, conversion from one form of junction to another, provision of additional lanes, widening of lanes on the approach to junctions, cycle lanes, increase lane flares, and lining/signing to improve how the junction operates. **Significance / Comments:** This intervention would increase capacity and improve the flow of traffic; and increase access and safety of pedestrians and cyclists at junctions, along with improved mobility and accessibility. Selection Criteria: Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users - walking and cycling interventions is covered under separate category.	
1	**Car Park - Real Time Information**	**Description / Example Interventions:** This intervention category can comprise Variable Message Signs indicating where parking spaces are available. These VMS signs can be positioned close to car park entrances and also further away on key roads leading towards car parks. The intention would be to inform motorists of available spaces as early as possible to reduce the disruption which may be caused by motorists queuing to enter a car park or travelling around to find an available parking space. There is a potential risk that VMS signs could become more redundant in future years as in-car technology improves and becomes more commonplace, in which drivers could get notification on their dashboard of where spaces are available. It is uncertain however how quickly this technology will become commonplace and the feasibility of linking up different car parks owned/managed by different organisations. VMS signs therefore continue to serve an important function in the short to medium term. Consideration could also be given to app-based systems and providing real time indication of available parking on car parking websites. **Significance / Comments:** This category of interventions can potentially have positive effects on local traffic as it would mitigate traffic rat running to find parking. It can help	IC1

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		save journey time, reduce congestion and may influence travel choices in longer term. **NOTE:** The location of real time information signs could have an impact on the aesthetics of the local environment. Consideration will also need to be given to any potential knock-on effects of traffic re-routing to car parks. New cars coming onto the market are increasingly likely to include enhanced technology and connectivity features which could in the longer term reduce the need for road-side real time information. Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users.	
1	Highway Improvement – New road link	**Description / Example Interventions**: This intervention category covers entirely new road links for the purpose of facilitating some element of general traffic movements but could also be used to facilitate other modes. These could be new road links in urban areas or bypasses around villages and towns where a road link does not currently exist. In the case of bypasses, the road which is being 'replaced' by the bypass would be subject to mitigation works to discourage traffic and improve facilities for pedestrians, cyclists and buses. **Significance / Comments:** New road links can facilitate strategic development and gain access to an important inter-urban corridor and provides link to Local Interactions. They can help in improving connectivity in an area, reducing journey time and increasing network capacity. They can mitigate impacts on some existing roads if they can successfully reduce rat-running. **NOTE:** This type of intervention can increase car dependence, could induce traffic and lead to traffic re-routing which could adversely affect communities.	IC3

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users. (This excludes a new road link for strategic/ economic link which has not been suggested as part of this exercise).	
	Highways Improvements	**Description / Example Interventions:** This intervention category comprises highway improvements (i.e. along a single section of road with a few junctions) which are primarily intended to benefit vehicles. This could involve road widening, extending lane flaring, installation of traffic signals, incorporating a right turn facility, as well as associated lining, signing and road surfacing improvements. **Significance / Comments:** This intervention would increase capacity and improve the flow of traffic. Increased traffic capacity may increase car dependency and could adversely impact air quality and increase associated externalities. **NOTE:** If this is not accompanied with pedestrian and cycle infrastructure improvements, then this intervention could increase travel time of active modes and may adversely impact their mode share. Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users	IC5
1	Junction improvement - Highway	**Description / Example Interventions:** This intervention category comprises an alteration to an existing junction primarily for the benefit of vehicles. The aim is likely to reduce congestion and increase traffic throughput, and therefore the improvement could comprise installation of new traffic signals, improved traffic signals (e.g. MOVA or SCOOT - dynamic systems which respond to fluctuations in traffic flow), conversion from one form of junction to another, provision of additional lanes, widening of lanes on the approach to junctions, increase lane flares, and lining/signing to improve how the junction operates. **Significance / Comments:** Highway focused junction improvement will increase capacity and improve the flow of traffic at junctions. It would reduce journey time of vehicles and possibly increase car dependence, which can reduce air quality and increase associated externalities.	IC7

HCC user hierarchy score	Intervention Category	Significance/ Comments	IC No.
		NOTE: If this is not accompanied with pedestrian and cycle infrastructure improvements, then this intervention would increase travel time of active modes and may adversely impact their mode share. **Selection criteria:** Improvements to highways infrastructure does not represent a key priority in the LTP4 User Hierarchy. Therefore, recommendations will be focused on sustainable transport users	
1	Policy – Electric Vehicle Charging Points[17]	**Description / Example Interventions:** This intervention category comprises the installation of new electric vehicle charging points. These could be installed along the public highway (roadside, with designated parking bays) or within car parks. This could be a council-led initiative or involve engagement with private organisations to seek installation of charging points at key destinations including major employers, privately managed publicly accessible car parks or at service areas including petrol filling stations. **Significance / Comments:** This may help promote electric vehicles and may help improve air quality in the longer-term. **Selection Criteria:** This intervention is included even when it falls under HCC user hierarchy 1 as it would help in decarbonization of transport system.	IC11

Table 45 - HCC's LTP4 User Hierarchy

No (#)	Description	Score
User Hierarchy #1	Opportunities to reduce travel demand and the need to travel	5
User Hierarchy #2	Vulnerable road user needs (such as pedestrians and cyclists)	4

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[17] This category was considered under HCC user hierarchy of '1' (largely electric car), based on the interventions. However, this category is considered under HCC user hierarchy of '1' and '2' (electric two-wheelers and car).

User Hierarchy #3	Passenger transport user needs	3
User Hierarchy #4	Powered two-wheeler (mopeds and motorbikes) user needs	2
User Hierarchy #5	Other motor vehicle user needs	1

Table 46 - Task 1 - Summary of Intervention Hits by Type (HCC's LTP4 User Hierarchy)

Type of Interaction	Interactions	Total Number of Interventions	Number of Interventions in User Hierarchy #1	Number of Interventions in User Hierarchy #2	Number of Interventions in User Hierarchy #3	Number of Interventions in User Hierarchy #4	Number of Interventions in User Hierarchy #5
Interurban	Bishop's Stortford - Harlow / Sawbridgeworth	27	12	0	10	4	1
Interurban	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree	12	6	0	4	2	0
Interurban	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden	13	5	0	4	3	1
Interurban	Bishop's Stortford - Cambridge	8	5	0	3	0	0
Interurban	Bishop's Stortford - Hertford / Ware	4	6	0	1	0	0
Local	Bishop's Stortford South	26	5	0	12	8	1
Local	Bishop's Stortford East	48	10	0	6	28	4
Local	Bishop's Stortford West	10	2	0	0	8	0
Local	Bishop's Stortford Northwest	13	6	0	2	5	0
Local	Bishop's Stortford Northeast	10	4	0	1	4	1
Local	Bishop's Stortford North	15	5	0	0	3	7
Local	Bishop's Stortford Centre	41	5	0	3	25	9

Local	Bishop's Stortford Southwest	18	1	0	8	9	2
Local	Sawbridgeworth North	10	0	0	0	8	2
Local	Sawbridgeworth South	9	0	0	0	7	2
Local	Sawbridgeworth Centre	19	0	0	1	15	3
	TOTAL Inter-Urban Interactions		34	0	22	9	2
	TOTAL Local Interactions		38	0	33	120	31
	TOTAL all Interactions		72	0	55	129	33
	TOTAL Inter-Urban Interactions %		51%	0%	33%	13%	3%
	TOTAL Local Interactions %		17%	0%	15%	54%	14%
	TOTAL all Interactions %		25%	0%	19%	45%	11%

Note:

1. User Hierarchy #4 - 'Powered two-wheeler (mopeds and motorbikes) user needs' has not been scored as there were no specific recommendations for two-wheeler (such as a policy to implement/ support electric two wheelers). However, it is to be noted that majority of 'User Hierarchy #5' interventions would impact 'User Hierarchy #4'.

2. Two Intervention Categories (see tab Intervention Categories) of - 'Highway, Walking and Cycling Network Improvement' and 'Junction Improvements - Highway, walking and cycling' impact User Hierarchy #2 and User Hierarchy #5. Thus, interventions under these two Categories have been counted for both User hierarchies. This is reflected in the above table 'Summary of Intervention hits by type (HCC LTP4 User Hierarchy)'.

Based on the analysis shown in Table 51, it can be confirmed that a range of Interventions have been proposed in previously developed plans and strategies in the GTP area which fall within the geographic scope of many of the Local and Inter-urban Interactions.

The assessment suggests that more interventions align with the Local Interactions which is to be expected given the detailed work undertaken for the Bishop's Stortford Transport Strategy and Sawbridgeworth Local Cycling and Walking Plan. Fewer Interventions have been identified for the Inter-Urban Interactions.

The majority of interventions align with User Hierarchy #2 (walking and cycling), however the second largest proportion of Interventions align with User Hierarchy #5 (other motor vehicles) and this is apparent at both the Local Interaction Level and, in a few cases, the Inter-urban Interaction level. There are no Interventions identified for powered two-wheelers.

Based on the analysis, in the recommendations taken forward to Task 2 (identifying new interventions) is for more attention to be focused on Interactions 1.4 and 1.5 as a priority, and also 1.2 and 1.3. Particular attention would be focused on User Hierarchy #3 (passenger transport) which represents a smaller proportion of the Intervention types compared against User Hierarchy #5 (motorised vehicles). At the Local Interaction level, more attention would be focused upon Sawbridgeworth than on Bishop's Stortford given the latter has been subject to a quite detailed transport strategy.

Mapping

Figure 13 shows local interaction of Sawbridgeworth town centre and the interventions identified as part of Task 1 (those from previously developed plans and strategies. This is an example of the output of the GIS mapping exercise. A similar exercise has been done for all the inter-urban interactions and local interactions. The boundary of the Interaction is not intended to be a hard boundary but instead gives a broad impression of the geographic area of interest. Interventions which sit outside but close to the boundary shown may also be relevant to the Interaction.
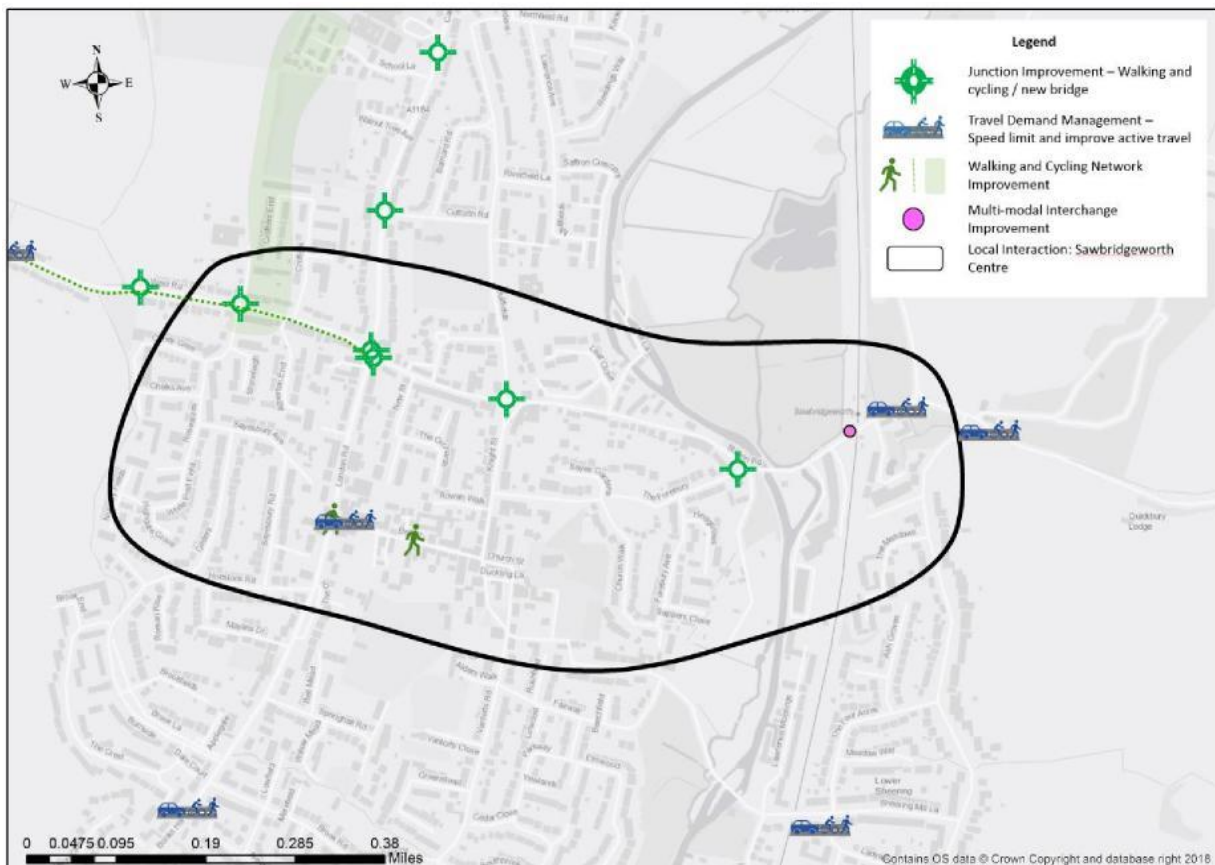
Figure 13 - Task 1 Interventions - Sawbridgeworth Centre, Local Interaction

Task 2 - Identifying New Interventions Based on Gap Analysis

Task 2 involves identification of new Interventions for all Inter-Urban and Local Interactions, in addition to the Interventions identified in Task 1 of Stage 3.

A process of gap analysis has been conducted to identify new interventions under each interaction. The following approach was adopted for this:

1. Stage 2 Strategy Paper of EA GTP was reviewed to identify and develop new interventions. For example, if Stage 2 Strategy Paper identifies a priority as...

"There is no continuous cycle route between Bishop's Stortford, Sawbridgeworth and Harlow"...the above priority was then developed into an Intervention, as:

'Improve cycle provision between Bishop's Stortford, Sawbridgeworth and Harlow'.

This process has led to 108 new interventions being identified from the Stage 2 Strategy Paper.

Following the similar process of Task 1, all these 78 interventions have been:

- Assessed qualitatively to show their impact on each of the 5 Inter-Urban interactions and 11 Local Interactions. The impact or relevance of an intervention on an interaction has been qualitatively judged as a 'positive', 'negative' or 'no impact' – comments/ justification of this were mentioned for each Intervention.

- Interventions are categorised into the 23 aforementioned categories based on their type and potential impact.

- The 23 different categories have been scored based on the user hierarchy of HCC's LTP4 they best align with.

- The number of Interventions for each Interaction have been counted for each HCC LTP4 User Hierarchy.

- All of the Inter-Urban Interactions, Local Interactions and Interventions were geo-tagged using GIS mapping software.

2. 'Gap analysis' has been conducted to identify if there are Interactions (Inter-Urban/ Local) which do not have any Interventions in any of the 23 Intervention categories. This analysis is based on the combined number of interventions from the 'Stage 2 Strategy Paper' and 'Task1 of Stage 3 - identifying previously-developed Interventions from documents/ reports' for each Interaction.

- The aforementioned GIS-based gap analysis has helped identify 'gaps' in each interaction for each of the 23 intervention categories and further for the User Hierarchy of HCC's LTP4. Consideration has been given to whether or not the gap is relevant to prevent inappropriate Interventions being identified that serve no real purpose.

- Interventions in line with User Hierarchies 1-4 were developed for all identified Interaction "gaps". The Intervention categories that fall within User Hierarchy 5were purposefully excluded from this optioneering exercise since these may support and/or increase car dependency. Thus, an approach was taken that follows the sustainable agenda laid out in LTP4.

- These newly identified Interventions have been:

  - Assessed qualitatively to show their impact on each of the 5 Inter-Urban Interactions and 11 Local Interactions. The impact of an intervention on an interaction has been

qualitatively judged as a 'positive', 'negative' or 'no impact' – comments/ justification of this have been noted for each intervention.

- Categorised into 23 different categories based on their type and impact.

- The 23 different categories have been scored based on the user hierarchy of HCC's LTP4 they best align with.

- The number of Interventions for each Interaction have been counted for each HCC LTP4 User Hierarchy.

- All of the Inter-Urban Interactions, Local Interactions and Interventions have been geo-tagged using GIS software.

o It is to be noted that new Interventions from this 'gap analysis' exercise are largely generic in nature at this stage as they are based on 23 intervention categories that are described in broad terms. The intention is to provide stakeholders including HCC flexibility to carry out more detailed investigations to determine how a particular intervention category could be delivered to suit the individual circumstances of each Intervention location. An example of an analysis method for narrowing down the 'gap analysis' interventions discussed at the end of this Chapter.

3. Three sets of interventions were geo-tagged: "Task 1" previously developed Interventions, "Stage 2 Strategy Paper" priorities which have been converted into new Interventions and "Optioneering based on gap analysis" new Interventions. These Interventions were compiled along with the "Place and Movement" assessment database, proposed housing/ employment developments and the EA GTP Interactions (both Inter-Urban and Local). The GIS database was prepared in ArcGIS and was used to identify new Interventions by spatially assessing whether Interventions were missing in each of the Interactions. The GIS based analysis followed the same approach as the previous gap analysis:

o Interventions were developed in line with User Hierarchies 1-4. The intervention categories that fall within User Hierarchy 5 were purposefully excluded from this optioneering exercise since these may support and/or increase motor vehicle dependency. Thus, an approach that follows the sustainable agenda laid out in LTP4 was followed.

o These newly identified interventions were developed and were:

- Assessed qualitatively to show their impact on each of the 5 Inter-Urban Interactions and 11 Local Interactions. The impact of an intervention on an interaction was qualitatively judged as a 'positive', 'negative' or 'no impact' – comments/ justification of this were mentioned for each intervention.

- Categorised into 23 different categories based on their type and impact.

- The 23 different categories have been scored based on the user hierarchy of HCC's LTP4 they best align with.

- The number of interventions for each Interaction have been counted for each HCC LTP4 User Hierarchy.

▪ All of the Inter-Urban Interactions, Local Interactions and Interventions were geo-tagged.

Overall, 186 new interventions have been identified based on three sets of 'new Interventions':

1. from 'Stage 2 Strategy Paper': 77 Interventions

2. from 'Gap analysis': 105 Interventions

3. from 'GIS based assessment': 4 Interventions

Following public consultation, revisions have been made to some interventions, including removal of interventions and inclusion of new interventions.

As mentioned previously, all 23 intervention categories have been included in the new interventions identified from 'Stage 2 Strategy Paper', whereas only interventions that may help promote sustainable travel have been identified in the 'gap analysis' and 'GIS based assessment'. This supports the sustainable agenda laid out in the LTP4. Table 47 details how the 23 intervention categories have been used in Task 2.

Table 47 - Approach to Intervention Categories in Task 2

IC No	Intervention Category	Application – new interventions	Notes
IC1	Car Park – Real Time Information	Only 'State 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Therefore, recommendations will be focused on sustainable transport users.
IC2	Cycle Parking	All	This intervention category includes cycle parking provision at key locations to promote cycling uptake. Key locations include stations, town centres, activity centres and large employment sites. **RECOMMENDATION:** Cycle parking is only recommended for interactions where the journey takes 30 minutes or less to cycle.
IC3	Highway Improvement – New Road Link	Only 'Stage 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Recommendations will be focused on sustainable transport users. (This excludes a new road link for strategic/economic reasons which has not been suggested as part of this exercise).

IC4	Highway Walking and Cycling Network Improvement	Only 'Stage 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Recommendations will be focused on sustainable transport users - walking and cycling interventions are covered under a separate category.
IC5	Highways Improvement	Only 'Stage 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Recommendations will be focused on sustainable transport users.
IC6	Junction Improvement - Bus	All	This intervention category includes installation of bus priority measures in key junctions to improve bus journey times and reliability **RECOMMENDATION:** This intervention category is only recommended for interactions that have a bus frequency of at least 4/hr in the peak.
IC7	Junction Improvement - Highway	Only 'Stage 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Recommendations will be focused on sustainable transport users.
IC8	Junction Improvements - Highway, walking and cycling	Only 'Stage 2 Strategy Paper'	This intervention category includes improvements to highways infrastructure which does not represent a key priority in the LTP4 User Hierarchy. **RECOMMENDATION:** Recommendations will be focused on sustainable transport users - walking and cycling interventions are covered under a separate category.
IC9	Junction Improvements - walking and cycling/ new bridge	All	This intervention category includes walking and cycling provision in key junctions to promote safety and access for pedestrians and cyclists. **RECOMMENDATION:** it is only recommended for interactions where the journey takes 30 minutes or less to cycle.
IC10	Multi-modal interchange improvement	All	This intervention category includes improved access between sustainable travel modes at key interchange locations.

IC11	Policy Electric Vehicle Charging Points	All	This intervention category includes provision of electric vehicle charging points at key locations to promote an uptake in electric vehicle use.
IC12	Policy Marketing	All	This intervention category is aimed to promote the available public transport services and active travel routes to encourage an uptake in sustainable travel.
IC13	Policy – Ticketing	All	This intervention category encourages consideration of opportunities to improve the customer experience when purchasing public transport tickets
IC14	Policy – Parking Management	All	This intervention category includes improved management of the parking provision at key locations through paid parking, parking limitations and other measures with the aim to shift people to sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites.
IC15	Policy – Sustainable Transport Upgrade / Plan	All	This intervention category includes sustainable transport provision to encourage an uptake in sustainable travel and improve air quality.
IC16	Policy – Travel Plans	All	This intervention category encourages consideration of opportunities to reduce travel demand.
IC17	Public Transport Bus Stop Upgrades	All	This intervention category includes upgrades to bus stop facilities to improve safety and access to bus services. **RECOMMENDATION:** this intervention category is only recommended for interactions that have a bus frequency of at least 4/hr in the peak.
IC18	Public Transport - Bus Service Improvement	All	This intervention category includes bus service provision between key locations to encourage more public transport use. Key locations include stations, town centres, activity centres and large employment sites.
IC19	Public transport - Rail improvement	All	This intervention category includes rail service provision to increase rail mode share. **RECOMMENDATION:** this intervention category is only recommended for inter-urban interactions.

IC20	Public Transport – Real Time Information	All	This intervention category includes provision of real time information at bus stops to facilitate better journey planning and reliability.
IC21	Travel demand management - Speed limit and improve active travel	All	This intervention category includes travel demand measures, such as traffic calming and speed limits, to increase active travel mode share. It has been combined with the Place and Movement framework to assess where such measures should be implemented. **RECOMMENDATION:** it is only recommended for local interactions since interurban interactions have more of a movement function where the priority may be to improve bus journey times.
IC22	Walking and Cycling Network Improvement	All	This intervention category includes walking and cycling provision to promote active travel use. **RECOMMENDATION:** it is only recommended for interactions where the journey takes 30 minutes or less to cycle.
IC23	Wayfinding/ Signage	All	This intervention category improves the wayfinding between key locations, particularly for walking, cycling and public transport routes. **RECOMMENDATION:** it is only recommended for interactions where the journey takes 30 minutes or less to cycle.

Reducing Travel Demand

As indicated in Table 47, both intervention categories of "Policy – Travel Plans" and "Travel demand management" have been used in Task 2 to recommend reduction in travel/ trips, shifting to sustainable modes and decarbonising transport modes.

'Policy – Travel Plans' and 'Travel demand management' interventions would aim to influence people's travel behaviour to encourage them to travel less, both in terms of time and distance, for example through 'work from home' polices and improving jobs and housing balance in neighbourhoods.

Additionally, these interventions would aim to shift trips to sustainable modes and decarbonise existing transport systems, for example by improving emissions standards and encouraging the use of public transport, active travel and electric vehicles. Doing so could help alleviate or manage any increase in traffic congestion, decrease dependence on motorised traffic, improve air quality,

decrease journey times, reduce emissions, potentially redistribute land use to its best use, improve access to goods and services, and improve both health and quality of life[18].

Policies to influence travel behaviour through travel demand management measures can be largely divided into three measures:

1. Improve Mobility Options

    This type of measure improves the availability, comfort, speed, convenience and security of mobility options.

2. Economic Measures

    This type of measure encourages travellers to use the most efficient trip option.

3. Smart Growth – Land Use Policies

    This type of measure affects travel behaviour by creating more accessible, compact and multi-modal communities.

To successfully influence travel demand, a strategy including all three types of measures should be developed. In narrowing down specific interventions for reducing travel demand, it can be helpful to think of travel demand management measures as having either a 'pull' or 'push' effect (also often referred to as 'carrots' and 'sticks'). 'Push' measures negatively incentivise people to change their behaviour, for example by increasing the parking fee and implementing congestion charging, whereas 'pull' measures have a positive incentive, such as improving the cycling infrastructure and public transport network. Table 6 gives an overview of possible interventions under each category of measure, giving examples of interventions with both push and pull effects.

This approach will require coordination of transport and land-use planning by the local authorities and other stakeholders.

<div align="center">Table 48 - Travel Demand Management Measure</div>

Type of Travel Demand Management Measure	Example 1 of Intervention	Example 2 of Intervention
Improve Mobility Options ('Pull')	Improve local walking and cycling routes, for example to schools, shops, activity centres and employment.	Encourage local businesses to support flexible working, including working from home.
Economic Measures ('Push')	Workplace parking levy.	Congestion charging.

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[18] Based on 'Transportation Demand Management' by GTZ

(https://www.sutp.org/files/contents/documents/resources/H_Training-Material/GIZ_SUTP_TM_Transportation-Demand-Management_EN.pdf); and 'The future of travel demand and the implications for policy and planning' by the Commission on Travel Demand (http://www.demand.ac.uk/wp-content/uploads/2018/04/FutureTravel_report_final.pdf)

Smart Growth – Land Use Policies ('Push and Pull')	Locate new residential developments in areas with existing facilities, such as schools and shops.	Implement a 20mph zone.

Planning for the unknown and uncertain sits at the core of transport planning, and even though the unexpected wasn't considered prior to the pandemic, COVID-19 has served as a great reminder to decision makers that travel choices can change overnight. Local and national lockdowns imposed movement restrictions that were followed by changes in travel choices relating to people working from home, home schooling, changes in how people shop (increasingly online), and modal choices, for example using public transport less and the private car more.

A dramatic reduction in commuting trips caused a shift in the peak-hours, as people were adjusting to the "new normal" of working from home. Schools were also closed during the pandemic and pupils were attending home schooling, an activity that fell on the shoulders of parents for the most part. Retail activities no longer took place on the high streets and online shopping saw a rise in home deliveries with light vehicle goods vehicles undertaking multiple destination journeys.

Travelling by public transport was replaced by the use of cars, cycling and micromobility. Specifically, active travel demand increased, as cycling and walking not only were they considered a safer travel choice for social distancing, but they were also used as a means of maintaining physical and mental health. Local authorities, including Hertfordshire County Council, implemented Experimental Traffic Orders to take advantage of changing travel behaviours, by closing roads to vehicles and creating more space for pedestrians and cyclists.

The above changes have, to some extent, influenced an environmental change, with improved air and water quality and reduced transport noise. Nonetheless, as lockdowns and restrictions are being lifted, so are some previous travel habits returning, including car reliance. Looking ahead, it is uncertain whether travel choices will revert back to what was considered normal prior to COVID-19. Businesses could be expecting that their employees will be choosing home working at least for part of the week, which will result in the appearance of new peak-hours during the days and new busy days during the week. Schooling has largely returned back to the classrooms, but parents/guardians may have preference to transport their children by car as opposed to by public transport. Retail activities of individuals will continue being undertaken from the comfort of one's home and van deliveries will continue rising to serve private homes and stores. Changes in transport infrastructure might, therefore, be unavoidable, which would result in new opportunities in transport planning. For example, transport policies could change and funding for active travel and micromobility infrastructure could increase, while the construction of highway infrastructure could become of secondary priority.

New Interventions

The approach discussed in the above section results in identifying new interventions in addition to the Interventions identified through Task1.

Table 49 shows a summary of new interventions that were identified, pre-public consultation, based on HCC's LTP4 User Hierarchy. The table demonstrates that around three quarters of all new interventions identified cover User Hierarchy categories 1-3 which include more sustainable travel interventions for pedestrians, cyclists and public transport users.

Table 49 - Task 2 - Summary of Intervention Hits by Type (HCC's LTP4 User Hierarchy)

Type of Interaction	Interactions	Total Number of Interventions	Number of Interventions in User Hierarchy #1	Number of Interventions in User Hierarchy #2	Number of Interventions in User Hierarchy #3	Number of Interventions in User Hierarchy #4	Number of Interventions in User Hierarchy #5
Interurban	Bishop's Stortford - Harlow / Sawbridgeworth	13	1	4	4	0	4
Interurban	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree	20	2	4	10	0	4
Interurban	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden	16	2	4	8	0	2
Interurban	Bishop's Stortford - Cambridge	10	2	0	6	0	2
Interurban	Bishop's Stortford - Hertford / Ware	18	3	1	8	0	6
Local	Bishop's Stortford South	15	2	6	5	0	2
Local	Bishop's Stortford East	15	1	5	7	0	2
Local	Bishop's Stortford West	14	1	5	6	0	2
Local	Bishop's Stortford Northwest	18	2	5	8	0	3
Local	Bishop's Stortford Northeast	19	2	9	6	0	2
Local	Bishop's Stortford North	14	2	5	6	0	1
Local	Bishop's Stortford Centre	16	1	4	8	0	3
Local	Bishop's Stortford Southwest	12	1	5	5	0	1
Local	Sawbridgeworth North	15	1	6	7	0	1

Local	Sawbridgeworth South	16	3	5	7	0	1
Local	Sawbridgeworth Centre	15	2	4	7	0	2
	TOTAL Inter-Urban Interactions		10	13	36	0	18
	TOTAL Local Interactions		18	59	72	0	20
	TOTAL all Interactions		28	72	108	0	38
	TOTAL Inter-Urban Interactions %		13%	17%	47%	0%	23%
	TOTAL Local Interactions %		11%	35%	43%	0%	12%
	TOTAL all Interactions %		11%	29%	44%	0%	15%

Mapping

Figure 14 and Figure 15 display the Local Interaction of Sawbridgeworth Centre as an example to show the mapping process used for identification, categorization and documentation of new Interventions. This includes using the Place and Movement assessment and a map database of proposed new housing/ employment developments. The same exercise has been carried out for all the Inter-Urban and Local Interactions. More detail on Place and Movement is provided in section 4 of this report.
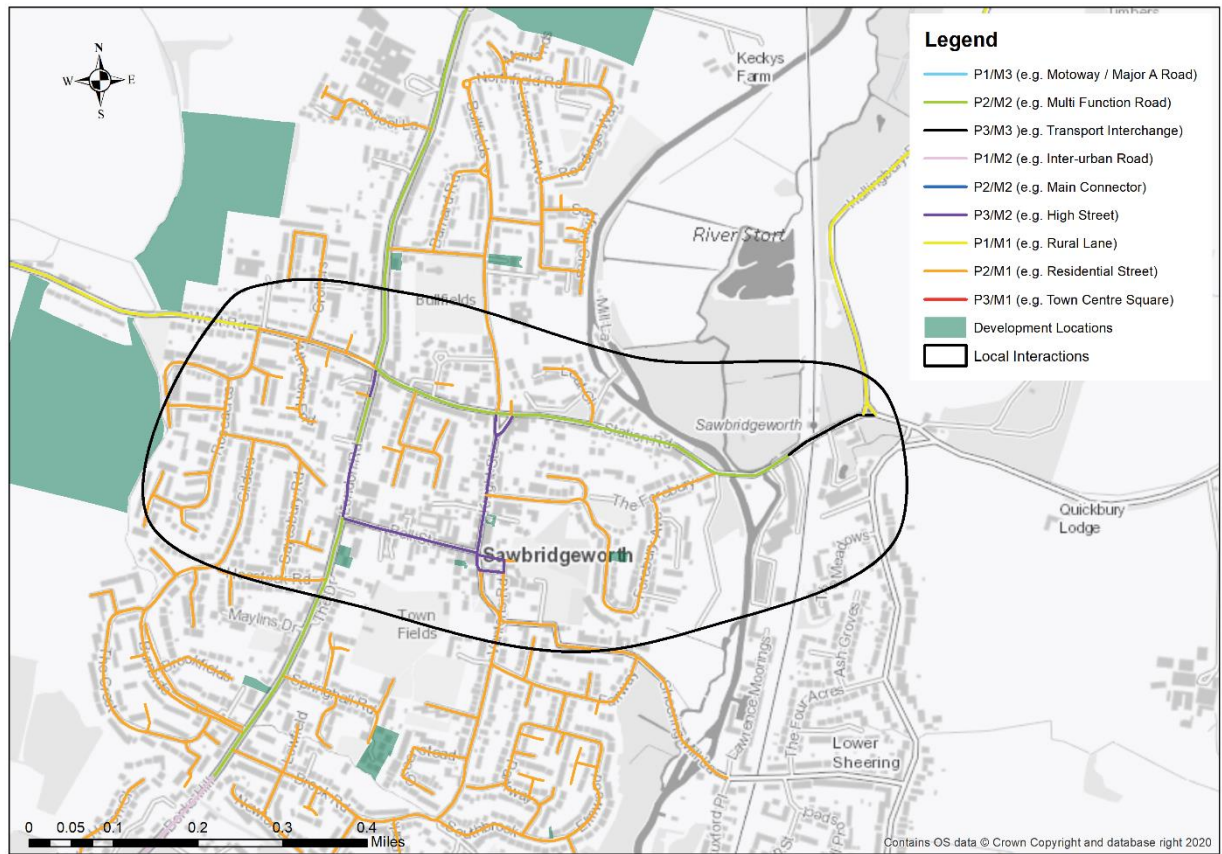
Figure 14- Place and Movement Assessment and Proposed Development Locations - Sawbridgeworth Centre, Local Interaction
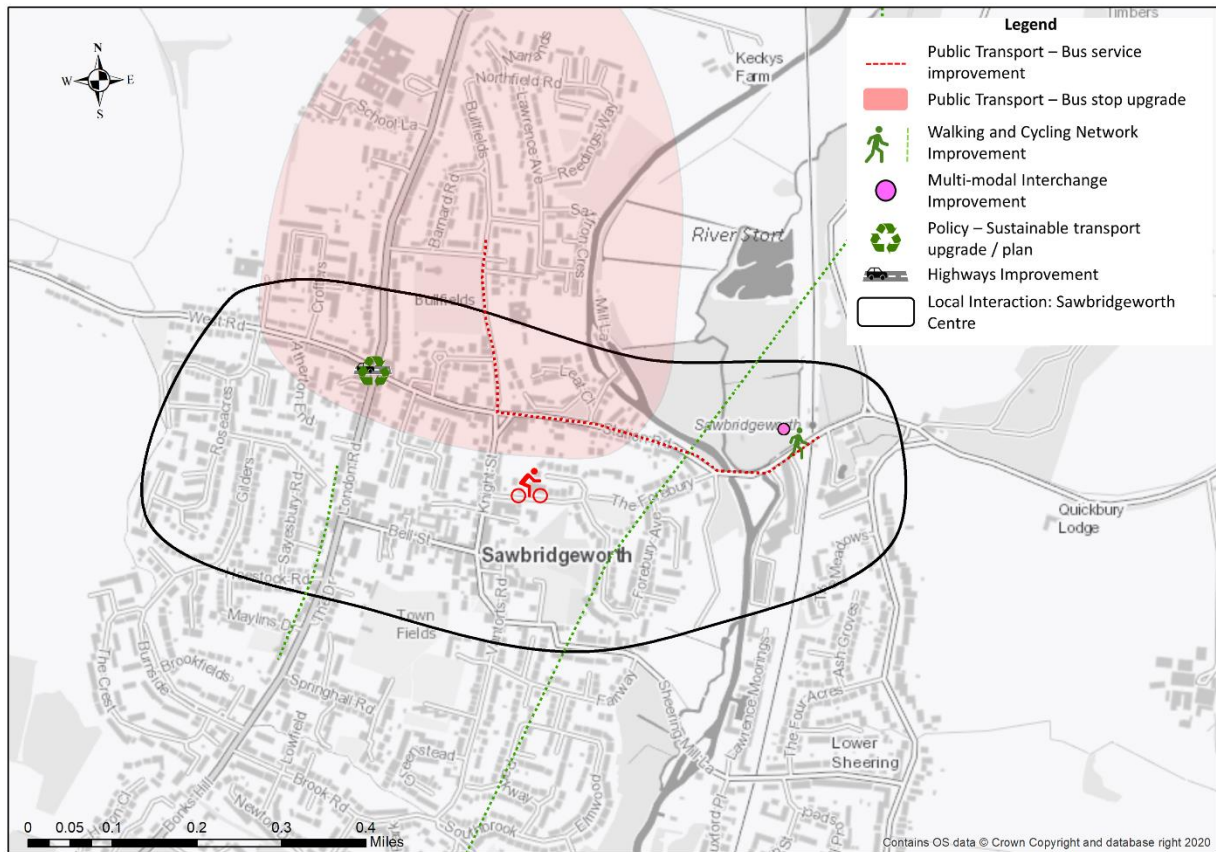
Figure 15 - Task 2 Interventions - Sawbridgeworth Centre, Local Interactions

'Gap analysis' interventions example

The newly identified interventions in Figure 12 do not include the more generic interventions developed as part of the "gap analysis" exercise.

As mentioned previously in this Chapter, a newly identified Intervention from 'gap analysis' can be detailed and narrowed down further to suggest its intended location and purpose. Such assessment has been completed for a local interaction of Sawbridgeworth Centre as an example, however it is not the intention for the GTP to be overly prescriptive because it provides HCC and local partners to conduct more detailed investigations in line with relevant guidance. The GTP therefore identifies the type of Intervention and, more importantly, its purpose and intended outcome.

The following is intended to provide an example of how a type of Intervention as defined in the GTP could be developed in more detail. This assessment and its method adopted is presented below according to its intervention category:

- **Cycle parking**

Sawbridgeworth railway station has an estimated daily footfall of over 1,400 passengers[19]. The existing cycle parking can accommodate 40 cycles[20], providing cycle parking for about 6% of the 700 passengers entering the station. Depending on the policy objective for cycle mode share to/from the station, cycle parking capacity can be improved accordingly.

More detailed investigations by the local authorities would be required to identify where there would be sufficient space to accommodate cycle parking; to liaise with the train operator to determine if the current type of cycle parking facilities will continue to be fit for purpose or whether a complete new facility is warranted; to consider if there the surrounding infrastructure is suitable to accommodate an increase in cyclist movements; and to explore funding arrangements.

- **Policy: electric vehicle charging points and parking management**

Bell Street Car Park (Figure 16) is located in the Sawbridgeworth town centre. It is located next to Bell Street (Figure 14), which is classified as a High Street in the Place and Movement assessment (Figure 11). Both Bell Street and the car park are partly captured within the designated Air Quality Management Area (AQMA) in Sawbridgeworth due to not meeting National Air Quality Standards[21].

Provision of electric charging points within the car park are recommended, along with parking management policy measures to reduce car dependency such as increase an in the parking charge.

More detailed investigations by the local authorities would be required to identify if there is sufficient infrastructure in place to enable electric charging points to be implemented; that a reconfiguration of the car park may be required to accommodate electric charging spaces in appropriate and safe locations; to liaise with Network Rail and the train operator to discuss feasibility and deliverability issues related to installing electric charging; to explore funding arrangements; and discussions with the train operator and station car park operator to determine whether an increase in parking charge is appropriate and what level of increase should be implemented (if at all).

- **Junction improvement (bus), public transport and real time information**

The majority of bus services in Sawbridgeworth run along London Road and Cambridge Road through the double mini roundabout junction with West Road and Station Road. The junction has a bus frequency of 5-6 buses/hr in the peak period, thus a bus priority at the junction is recommend.

The bus stops located at Cambridge Road, which are at close proximity with this junction do not have seating facilities or real time information technology (Figure 18). Therefore, a real time information at the bus stop is suggested.

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[19] Based on 2016/2017 annual footfall data from Greater Anglia: https://www.greateranglia.co.uk/about-us/station-footfall

[20] Based on Greater Anglia update from 2014: https://www.greateranglia.co.uk/about-us/latest-news/news-articles/improved-cycle-parking-facilities-at-sawbridgeworth-station

[21] Air quality map of AQMA in Sawbridgeworth and more information available via East Herts Council: https://www.eastherts.gov.uk/airquality

Figure 16- Bell Street Car Park - Sawbridgeworth Centre, Local Interaction

Google Earth ProTM imagery in the form of Google MapTM and Google StreetviewTM have been used, unmodified, within this document. This imagery has been used within the extents of the AECOM license agreement with Google

Figure 17- Bell Street - Sawbridgeworth Centre, Local Interaction

Google Earth ProTM imagery in the form of Google MapTM and Google StreetviewTM have been used, unmodified, within this document. This imagery has been used within the extents of the AECOM license agreement with Google

Figure 18- Bus Stop "Station Road" on Cambridge Road - Sawbridgeworth Centre, Local Interaction

Google Earth ProTM imagery in the form of Google MapTM and Google StreetviewTM have been used, unmodified, within this document. This imagery has been used within the extents of the AECOM license agreement with Google

Task 3 – Summary List of Interventions

Task 3 involves combining the Task 1 and Task 2 interventions to form a consolidated list of interventions which can be categorised according to the GTP Intervention Hierarchy and Packaged together.

Intervention IDs

Interventions have been assigned unique references. It should be noted that the same intervention IDs are assigned for different interventions across the five GTPs, however interventions for each GTP should be preceded by SW (for South West GTP interventions), SC (for South Central GTP interventions), NC (for North Central GTP interventions), SE (for South East GTP interventions) and EA (for Eastern Area GTP interventions).

Where interventions feature across more than one GTP, for example a scheme which covers a section of road leading out of one GTP area and into another, on occasions the same intervention ID has been assigned across GTPs however more typically different IDs are assigned, and reference is made in each GTP to indicate where an intervention also features in another GTP.

Duplicates

There may be duplication between interventions identified in previous plans and strategies at Task 1, and those identified at Task 2. In these instances, often it would be assumed that the Task 1 intervention takes priority and should be retained, and the Task 2 intervention is discarded.

There may also be occurrences where newly identified interventions duplicate or clash with transport infrastructure interventions being put forward by private developers as part of their private housing and employment projects that have not been identified as part of this GTP. It is recommended in these situations that the local authorities review the GTP alongside developer-led proposals to determine the appropriate set of mitigation measures required to bring forward development in line with local policies.

Table 50 below shows the consolidated Task 1 + Task 2 interventions that were identified pre-public consultation, based on HCC's LTP4 User Hierarchy they align with. This indicates that around three quarters of interventions cover User Hierarchy categories 1-3 which include more sustainable travel interventions for pedestrians, cyclists and public transport users.

Table 50 - Task 3 - Summary of Intervention Hits by Type (HCC's LTP4 User Hierarchy)

Type of Interactions	Interactions	Total Number of Interventions	Number of Interventions in User Hierarchy #1	Number of Interventions in User Hierarchy #2	Number of Interventions in User Hierarchy #3	Number of Interventions in User Hierarchy #4	Number of Interventions in User Hierarchy #5
Interurban	Bishop's Stortford - Harlow / Sawbridgeworth	13	1	4	4	0	4
Interurban	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree	20	2	4	10	0	4
Interurban	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden	16	2	4	8	0	2
Interurban	Bishop's Stortford - Cambridge	10	2	0	6	0	2
Interurban	Bishop's Stortford - Hertford / Ware	18	3	1	8	0	6
Local	Bishop's Stortford South	15	2	6	5	0	2
Local	Bishop's Stortford East	15	1	5	7	0	2

Local	Bishop's Stortford West	14	1	5	6	0	2
Local	Bishop's Stortford Northwest	18	2	5	8	0	3
Local	Bishop's Stortford Northeast	19	2	9	6	0	2
Local	Bishop's Stortford North	14	2	5	6	0	1
Local	Bishop's Stortford Centre	16	1	4	8	0	3
Local	Bishop's Stortford Southwest	12	1	5	5	0	1
Local	Sawbridgeworth North	15	1	6	7	0	1
Local	Sawbridgeworth South	16	3	5	7	0	1
Local	Sawbridgeworth Centre	15	2	4	7	0	2
	TOTAL Inter-Urban Interactions		10	13	36	0	18
	TOTAL Local Interactions		18	59	72	0	20
	TOTAL all Interactions		28	72	108	0	38
	TOTAL Inter-Urban Interactions %		13%	17%	47%	0%	23%
	TOTAL Local Interactions %		11%	35%	43%	0%	12%
	TOTAL all Interactions %		11%	29%	44%	0%	15%

Appendix B - Intervention Schedule

Package	Intervention Category Name	Intervention Category ID	Intervention Name	Intervention ID	Intervention Description	Location	Linked Project Group	Task	Source	District	Road Hierarchy	Cost Range	Timescale
PK1	Walking and Cycling Network Improvement	IC22	Dane Street walking and cycling route	PR151	Pedestrian and cycle friendly route between the station to the south of the site along Dane Street towards new crossing over Stort.	Bishop's Stortford, The Mill Site		Task 1	East Herts IDP	East Herts	LRN	Unknown*	Less than 2 years
PK1	Walking and Cycling Network Improvement	IC22	Millennium bridge access	PR152	Increase walking and cycling mode share by improving access to the 'Millennium bridge' over the River Stort from Southmill Road and the station/Goods Yard development area.	Bishop's Stortford, white footway bridge near Rhodes Art Complex		Task 1	Bishop's Stortford Walking & cycling strategy	East Herts	LRN	Less than £500k	Less than 2 years
PK1	Walking and Cycling Network Improvement	IC22	Station Road walking and cycling permeability	PR153	Improve permeability for walking and cycling.	Bishop's Stortford, Station Road		Task 1	Bishop's Stortford Walking & cycling strategy	East Herts	LRN	Less than £500k	Less than 2 years
PK1	Wayfinding/ Signage	IC23	Implementation of green routes	PR155	Increase place function through implementation of coherent green routes linking green spaces and key destinations within the town.	Bishop's Stortford, town centre		Task 1	Bishop's Stortford Walking & cycling strategy	East Herts	LRN	Less than £500k	Less than 2 years
PK1	Walking and Cycling Network Improvement	IC22	Improved pedestrian access to station	PR156	Improve pedestrian access to the eastern entrance of Bishop's Stortford station.	Bishop's Stortford, Railway Station		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK1	Policy - Marketing	IC12	Promote available sustainable options in the town centre	PR157	Promote the available public transport services and active travel routes in the town centre of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, centre		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK1	Wayfinding/ Signage	IC23	Town Centre way finding	SM3	Improve the place function of the town centre and increase active travel mode share by installing wayfinding and interpretation signs at key routes and gateways.	Bishop's Stortford, Town centre		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1	Walking and Cycling Network Improvement	IC22	Improved walking and cycling connection from towpath to station/town centre	SM154	Improve connection from towpath to bus & railway stations and town centre.	Bishop's Stortford, Station Road		Task 1	Bishop's Stortford Walking & cycling strategy	East Herts	LRN	Less than £500k	2-5 years
PK1	Policy - Sustainable transport upgrade/ plan	IC15	Improved sustainable transport provision in the town centre	SM158	Improve the sustainable transport provision in the centre of Bishop's Stortford to encourage an uptake in sustainable travel and improve air quality.	Bishop's Stortford, town centre		Task 2	Optioneering based on gap analysis	East Herts	LRN	£0.5m-£1m	2-5 years
PK2	Walking and Cycling Network Improvement	IC22	Bishop's Park/Dane Park-Windhill cycle route	PR65	Upgrade of footpath 12 and adjoining footpaths to facilitate movements by bike between Bishop's Park, Dane Park and the town centre, St Joseph's and St Mary's Roman Catholic schools and onwards to the station.	Bishop's Stortford, Bishop's Park/Dane Park/Windhill		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK2	Wayfinding/ Signage	IC23	Wayfinding - northeast of Bishop's Stortford	PR122	Improve the wayfinding between key locations in the northeast of Bishop's Stortford, particularly for walking, cycling and public transport routes.	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK2	Junction Improvements - walking and cycling/ new bridge	IC9	Footway/ crossing enhancement in the vicinity of Windhill-Bells Hill junction	PR14	Provision of a new crossing on Windhill south of Bells Hill roundabout to increase walking mode share	Bishop's Stortford, Windhill		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK2	Walking and Cycling Network Improvement	IC22	Walking and cycling provision at the Hockerill junction	SM120	Improve walking and cycling provision at Hockerill junction. Further investigations will also be required on the movement and prioritisation of traffic in light of air quality issues.	Bishop's Stortford, Hockerill junction (A1250/A1060/B1383)		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years

PK3	Walking and Cycling Network Improvement	IC22	Dane Street improvement	SM8	Increase walking and cycling mode share by enhancing pedestrian and cyclist facilities on Dane Street.	Bishop's Stortford, Dane Street		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK3	Junction Improvement - Highway	IC7	A1060 Hallingbury Road-B1383 London Road-Crescent Road junction improvement	SM12	An improvement to the junction to improve safety for pedestrians crossing the road and cyclists moving through the junction.	Bishop's Stortford, London Road/Crescent Road junction		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£1m-£2.5m	Less than 2 years
PK3	Multi-modal interchange improvement	IC10	Station interchange improvement	SM114	An improved passenger transport interchange at Bishop's Stortford railway station	Bishop's Stortford, Goods Yard		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years
PK3	Walking and Cycling Network Improvement	IC22	Walking and cycling route via Anchor Street	SM115	Pedestrian and cycle routes from Goods Yard to town centre and station via Anchor Street.	Bishop's Stortford, Goods Yard		Task 1	East Herts IDP	East Herts	LRN	Unknown*	Less than 2 years
PK4	Walking and Cycling Network Improvement	IC22	Improved walking and cycling provision along Thorley Bus Lane, Villiers-Sur-Marne Avenue, Piggotts Way and Elizabeth Road	PR51	Increasing cycling and walking mode share through improved cycle and walking provision around the area of Villiers-Sur-Marne Avenue and Elizabeth Road	Bishop's Stortford, Villiers-Sur-Marne Avenue/Elizabeth Road/Piggotts Way		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK4	Walking and Cycling Network Improvement	IC22	Whittington Way and Friedberg Avenue walking and cycling provision	SM90	Improve walking and cycling provision on Whittington Way and Friedberg Avenue, including widened footways, provision of additional footways where they are not currently provided to reduce	Bishop's Stortford, Whittington Way/Friedberg Avenue		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years

					the need for pedestrians to cross back and forth or walk along the grassed verges, and introducing additional dropped kerbs with tactile paving. Consider opportunities for improving dedicated facilities for cyclists (where feasible) including segregated provision or additional signage and markings.								
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Northern Gateway (North)	PR32	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between A120 and Michaels Road.	Bishop's Stortford, River Stort Towpath, Northern Gateway (North)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	2-5 years
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Northern Gateway (South)	PR33	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between Michaels Road and Cannon's Mill Lane.	Bishop's Stortford, River Stort Towpath, Northern Gateway (South)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	2-5 years
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Cannons Mill Lane to Grange Paddocks	PR34	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between Cannon's Mill Lane and Grange Paddocks Leisure Centre.	Bishop's Stortford, River Stort Towpath, Grange Paddocks and Town Meads (North)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	2-5 years
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - The Causeway (Town Centre) to Station Road	PR36	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations	Bishop's Stortford, River Stort Towpath - Town Centre and Goods Yard (North)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	Less than 2 years
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Station Road to London Road	PR37	Increase walking and cycling along the towpath and improve user experience, including upgrades such as renewed surfacing, widening, additional seating and signage....	Bishop's Stortford, River Stort Towpath - Town Centre and Goods Yard (South)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	2-5 years

PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Southern Gateway	PR38	Would improve walking and cycling provision through an upgrade of the towpath to facilitate pedestrian and cycle movements between B1383 London Road and Rushy Mead Nature Reserve.	Bishop's Stortford, River Stort Towpath, Southern Gateway		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	2-5 years
PK5	Cycle Parking	IC2	Micromobility charging points at Grange Paddocks Leisure Centre	PR302	The provision of secure and covered e-bike and e-scooter charging facilities at Grange Paddocks Leisure Centre where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)	Bishop's Stortford Grange Paddocks Leisure Centre		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years
PK6	Cycle Parking	IC2	Station cycle parking	PR19	Increase cycle mode share through new cycle parking on eastern side of Bishop's Stortford station.	Bishop's Stortford, Station Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK6	Walking and Cycling Network Improvement	IC22	Beldams-Thorn Grove Cycle Link	PR39	Increase cycle mode share by improving the cycle route between Dimsdale Crescent and Thorn Grove/Cavell Drive.	Bishop's Stortford, Dimsdale Crescent		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK6	Travel demand management - Speed limit review and improve active travel	IC21	Warwick Road-Pine Grove-Avenue Road-Crescent Road-Gilbey Avenue-Pine Grove-Thorn Grove 20mph speed limit	PR40	20mph speed limit applied to area around Warwick Road, Pine Grove-Avenue Road, Cres-cent Road, Gilbey Avenue, Thorn Grove, Sycamores, Lime Park. This is to provide a safer environment to encourage more walking and cycling. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be	Bishop's Stortford, Dimsdale Crescent		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

					introduced to manage traffic speeds which could encourage an increase in sustainable travel.								
PK6	Junction Improvements - walking and cycling/ new bridge	IC9	A1060 London Road – station crossing improvement	PR42	Facilitate cycle movements by improving approach to signal-controlled crossing on London Road from Warwick Road	Bishop's Stortford, A1060 London Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK6	Junction Improvements - Highway, walking and cycling	IC8	A1060 London Road – new signal-controlled crossing north of Grange Road	PR54	A new puffin crossing arrangement to the north of Grange Road to improve facilities for walking and cycling to support uptake of these modes.	Bishop's Stortford, A1060 London Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK6	Cycle Parking	IC2	Micromobility charging points at Manston Drive shopping parade	PR303	The provision of secure and covered e-bike and e-scooter parking and charging facilities on the Manston Drive shopping parade where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)	NE Bishop's Stortford		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years
PK6	Cycle Parking	IC2	Micromobility charging points at Herts and Essex Community Hospital	PR304	The provision of secure and covered e-bike and e-scooter parking and charging facilities at Herts and Essex Community Hospital (Cavell Drive) where e-bike users can detach and safely secure their bike batteries for	Herts and Essex Community Hospital, Bishop's Stortford		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years

					charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)								
PK6	Junction Improvements - walking and cycling/ new bridge	IC9	East of Manor Links sustainable transport provision	SM96	Sustainable transport measures which encourage walking and cycling through the site, including the provision of a new pedestrian crossing point on Dunmow Road.	Bishop's Stortford, East of Manor Links		Task 1	East Herts IDP	East Herts	LRN	Unknown*	Less than 2 years
PK7	Cycle Parking	IC2	Bishop's Stortford-Stansted micromobility parking and charging facilities	PR128	Work with Essex County Council to improve cycle parking provision at key locations between Bishop's Stortford and Stansted Airport to promote cycling uptake. Key locations include Bishop's Stortford railway station, the town centre, and Stansted Airport. Consideration should also be given to potential e-bike and e-scooter parking and potentially charging facilities.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK7	Wayfinding/ Signage	IC23	Bishop's Stortford-Stansted wayfinding	PR130	Work with Essex County Council to improve the wayfinding for cycle routes between Bishop's Stortford and Stansted Airport.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK7	Junction Improvements - walking and cycling/ new bridge	IC9	Bishop's Stortford-Stansted walking and cycling junction improvements	SM129	Work with Essex County Council to improve walking and cycling provision at key junctions between Bishop's Stortford and Stansted Airport to promote safety and access for pedestrians and cyclists.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	2-5 years

PK8	Travel demand management - Speed limit review and improve active travel	IC21	Parsonage Area 20mph zone	PR31	Increase cycle mode share by applying a 20mph speed limit in the area of Parsonage Lane. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, Parsonage Lane		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Policy - Marketing	IC12	Promote available sustainable travel options in the east of Bishop's Stortford	PR138	Promote the available public transport services and active travel routes in the east of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, east		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Policy - Marketing	IC12	Promote available sustainable travel options in the northeast of Bishop's Stortford	PR139	Promote the available public transport services and active travel routes in the northeast of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Public transport - Real Time Information	IC20	Real time information at bus stops in the northeast of Bishop's Stortford	PR145	Provide real time information at bus stops in the northeast of Bishop's Stortford to facilitate better journey planning and reliability.	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK8	Cycle Parking	IC2	NE Bishop's Stortford micromobility parking and charging facilities	PR146	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at key locations in north-east Bishop's Stortford including schools (e.g. Birchwood High School), parks (e.g. Personage Playing Field) and employment sites (e.g. Raynham Road).	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK8	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the east of Bishop's Stortford	PR142	Upgrade bus stop facilities to improve safety and access to bus services in the east of Bishop's Stortford.	Bishop's Stortford, east	LP11	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Public transport - Real Time Information	IC20	Real time information at bus stops in the east of Bishop's Stortford	PR144	Provide real time information at bus stops in the east of Bishop's Stortford to facilitate better journey planning and reliability.	Bishop's Stortford, east	LP11	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK8	Junction Improvements - walking and cycling/ new bridge	IC9	Stansted Road and Parsonage Lane junction improvements	SM136	Improve walking provision at minor road junctions along Stansted Road and Parsonage Lane.	Bishop's Stortford, Parsonage Lane/Stansted Rd		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements on Stansted Road	SM137	Improve pedestrian crossing facilities and bus stop access on Stansted Road.	Bishop's Stortford, Stansted Rd		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Public transport – Bus Service Improvement	IC18	Enhanced bus services in the east of Bishop's Stortford	SM143	Improve the bus service provision in the east of Bishop's Stortford to encourage more public transport use.	Bishop's Stortford, East		Task 2	Optioneering based on gap analysis	East Herts	LRN	£0.5m-£1m	Less than 2 years
PK8	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points in the east of Bishop's Stortford	SM147	Help enable the improved provision of electric vehicle charging points at key locations in the east of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, east		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years

PK8	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points in the northeast of Bishop's Stortford	SM148	Help enable the improved provision of electric vehicle charging points at key locations in the northeast of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK8	Policy Parking management	IC14	Parking management - northeast of Bishop's Stortford	SM149	Work with operators and East Herts District Council to manage car parking provision in the northeast of Bishop's Stortford through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel.	Bishop's Stortford, northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK8	Public transport – Bus Service Improvement	IC18	Enhanced bus services in the northeast of Bishop's Stortford	SM150	Improve the bus service provision in the northeast of Bishop's Stortford to encourage more public transport use.	Bishop's Stortford, Northeast		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK9	Walking and Cycling Network Improvement	IC22	Footway/ crossing enhancement – Apton Road-Scott Road junction	PR15	Revisions to the Apton Road-Scott Road-Jervis Road roundabout to alter the priority of the arms to facilitate pedestrian and cycle priority and enhancements to the public realm.	Bishop's Stortford, Apton Road/Scott Road junction		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK9	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford town centre	SM117	Help enable the improved provision of electric vehicle charging points at key locations in the town centre of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, town centre		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK10	Walking and Cycling Network Improvement	IC22	Cricketfield Lane – school parking	PR28	Improved pedestrian provision by reducing parking laybys in westbound direction to increase walking and cycling mode share to/from Northgate Primary School.	Bishop's Stortford, Cricketfield Lane		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

PK10	Junction Improvements - walking and cycling/ new bridge	IC9	A1250 – Dane Park – Cricketfield Lane pedestrian crossing improvement	PR29	Improving the existing informal crossing to increase walking mode share.	Bishop's Stortford, Cricketfield Lane		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK10	Walking and Cycling Network Improvement	IC22	Hadham Road pedestrian crossing improvement	PR98	Improve pedestrian crossing facilities on the A1250 Hadham Rd.	Bishop's Stortford, A1250		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK10	Walking and Cycling Network Improvement	IC22	Hadham Road cycle safety	PR99	Improve cycle safety on the A1250 Hadham Rd.	Bishop's Stortford, A1250		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK11	Policy Parking management	IC14	Extend yellow line parking restrictions on Friedberg Ave	PR64	Reduce car mode share by extending the single yellow lines on Friedberg Avenue, south and north of Penningtons.	Bishop's Stortford, Friedberg Avenue		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK11	Walking and Cycling Network Improvement	IC22	Improved footway/cycleway route between Thresher Close and Manor Fields School	PR26	Improved walking and cycling provision between Thresher Close and Manor Fields School and improved crossing arrangement between Friedberg Avenue and Manor Fields School to increase active travel mode share to and from the school.	Bishop's Stortford, Manor Fields School	LP4	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK11	Walking and Cycling Network Improvement	IC22	Informal crossing on speed table between Friedberg Avenue and Manor Fields school entrance	PR27	Improved walking and cycling provision between Thresher Close and Manor Fields School and improved crossing arrangement between Friedberg Avenue and Manor Fields School to increase active travel mode share to and from the school.	Bishop's Stortford, Manor Fields School	LP4	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK11	Walking and Cycling Network Improvement	IC22	Pedestrian crossing improvement in the southwest of Bishop's Stortford	SM101	Improve pedestrian crossing facilities on popular routes in the southwest of Bishop's Stortford.	Bishop's Stortford, Whittington Way/Friedberg Avenue/Villers-Sur-Marne Avenue		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years

PK11	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - southwest of Bishop's Stortford	SM102	Help enable the improved provision of electric vehicle charging points at key locations in the southwest of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, southwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK12	Walking and Cycling Network Improvement	IC22	B1004 Great Hadham Road-St Joseph's Primary school crossing improvement	PR52	Crossing improvement to increase walking mode share for trips to/from St Joseph's and St Mary's Schools.	Bishop's Stortford, Hadham Road/St Joseph's Primary school		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK12	Walking and Cycling Network Improvement	IC22	Walking to St Josephs– footway improvement south of B1004	PR69	Minor footway improvements south of B1004 to increase walking mode share to/from St Joseph's primary school.	Bishop's Stortford, Hadham Road/St Joseph's Primary school		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK12	Policy - Marketing	IC12	Promote available sustainable travel options in the west of Bishop's Stortford	PR161	Promote the available public transport services and active travel routes in the west of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, west		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK12	Walking and Cycling Network Improvement	IC22	Windhill walking and cycling provision	SM159	Improve walking and cycling provision on the B1004/Windhill, particularly for trips to and from the schools.	Bishop's Stortford, Windhill		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years
PK13	Travel demand management - Speed limit review and improve active travel	IC21	Bishop's Park – 20mph Limit	PR21	Improved walking and cycling mode share through 20mph limit applied on all roads within the Bishop's Park area, incorporating the Tesco access roundabout. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could	Bishop's Stortford, Bishop's Park		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

PK13	Travel demand management - Speed limit review and improve active travel	IC21	Voluntary one-way system for school drop off	PR22	Improved walking and cycling mode share through a voluntary one-way system for parents dropping off children at Hillmead primary school	Bishop's Stortford, Hillmead Primary School		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK13	Walking and Cycling Network Improvement	IC22	Oriole Way-Northern Parkland cycle and pedestrian route improvement	PR23	Improved walking and cycling provision to reduce severance caused by the B1004 and increase mode share	Bishop's Stortford, Northern Parkland/B1004 Great Hadham Rd		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK13	Travel demand management - Speed limit review and improve active travel	IC21	Oriole Way estate 20mph speed limit	PR24	Increasing walking and cycling mode share by implementing a 20mph speed limit in the area of Oriole Way (excluding B1004). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, Oriole Way		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK13	Walking and Cycling Network Improvement	IC22	Oriole Way cycle route (west) – B1004-Tesco	PR25	Improve cycling provision through off -road shared use footway/cycleway / on-road cycle route between B1004, Hillmead School and Bishop's Park Tesco via Footpath 77 / Bridleway 76.	Bishop's Stortford, west		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

(Note: the top of the page shows continuation text from the previous row: "encourage an increase in sustainable travel.")

PK13	Public Transport - Bus Stop Upgrades	IC17		Real time information at bus stops in the west of Bishop's Stortford	PR82	Provide real time information at bus stops in the west of Bishop's Stortford to facilitate better journey planning and reliability	Bishop's Stortford, west	LP8	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK13	Public Transport - Bus Stop Upgrades	IC17		Improved bus stop facilities - west of Bishop's Stortford	PR86	Upgrade bus stop facilities to improve safety and access to bus services in the west of Bishop's Stortford	Bishop's Stortford, west	LP8	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK13	Public transport - Real Time Information	IC20		Improved bus stop facilities - northwest of Bishop's Stortford	PR87	Upgrade bus stop facilities to improve safety and access to bus services in the northwest of Bishop's Stortford	Bishop's Stortford, northwest	LP9	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK13	Policy - Sustainable transport upgrade/ plan	IC15		Hadham Road - Cricketfield Lane corridor sustainable travel measures	SM79	Enhanced footway including cutting back vegetation within the highway boundary to increase width; implement dropped kerbs with tactile paving on side-roads where not already present (if feasible); implement side arm entry treatments including (if feasible); improve bus stops with raised kerbs (where not already implemented - as part of wider programme)	Bishop's Stortford, Hadham Road		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years
PK13	Policy Electric Vehicle Charging Points	IC11		Electric vehicle charging points - west of Bishop's Stortford	SM85	Help enable the improved provision of electric vehicle charging points at key locations in the west of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, west		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK14	Policy - Marketing	IC12		Promote available sustainable travel options in the north of Bishop's Stortford	PR178	Promote the available public transport services and active travel routes in the north of Bishop's Stortford to encourage an uptake in sustainable travel	Bishop's Stortford, north		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK14	Cycle Parking	IC2	North Bishop's Stortford micromobility parking and charging facilities	PR181	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities in the north of Bishop's Stortford at or close to key activity centres and destinations, including for example Grange Paddocks Leisure Centre, Bat Willow Country Park, Elm Road car park and Barrells Down Road playground.	Bishop's Stortford, north		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK14	Wayfinding/ Signage	IC23	Wayfinding - north of Bishop's Stortford	PR183	Improve the wayfinding between key locations in the north of Bishop's Stortford, particularly for walking, cycling and public transport routes.	Bishop's Stortford, north		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK14	Public transport - Real Time Information	IC20	Real time information at bus stops in north of Bishop's Stortford	PR180	Provide real time information at bus stops in the north of Bishop's Stortford to facilitate better planning and reliability.	Bishop's Stortford, north	LP14	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK14	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the north of Bishop's Stortford	PR182	Upgrade bus stop facilities to improve safety and access to bus services in the north of Bishop's Stortford	Bishop's Stortford, north	LP14	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK14	Junction Improvements - walking and cycling/ new bridge	IC9	B1004 Rye Street pedestrian improvements	SM175	Improve pedestrian provision on the B1004 within the north of Bishop's Stortford, including improved crossing facilities and lighting.	Bishop's Stortford, B1004		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK14	Public transport – Bus Service Improvement	IC18	Improved bus journey times along B1004 Rye Street	SM177	Improve journey times of bus services along the B1004 in the north of Bishop's Stortford	Bishop's Stortford, B1004		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years

PK15	Public transport - Real Time Information	IC20	Car Park Variable Message Sign (VMS) A1184 Gateway	PR3	Implement VMS on the A1184 approach (upstream of the A1184-B1383 Thorley St roundabout) to inform motorists of traffic conditions ahead.	Bishop's Stortford, A1184		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK15	Public transport - Real Time Information	IC20	Car Park Variable Message Sign (VMS) B1383 London Rd approach to Town Centre	PR11	Implement VMS on the B1383 London Road (just south of the South Road-London Road roundabout) to inform motorists of traffic conditions ahead.	Bishop's Stortford, B1383		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK15	Policy - Marketing	IC12	Promote available sustainable travel options in the south of Bishop's Stortford	PR110	Promote the available public transport services and active travel routes in the south of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK15	Walking and Cycling Network Improvement	IC22	B1383 London Road cycle route	SM11	Increase cycle mode share through cycle provision linking the proposed South development with the town centre/station.	Bishop's Stortford, B1383		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK15	Junction Improvement – bus	IC6	London Road bus priority	SM103	Bus Priority measures along London Road into town centre.	Bishop's Stortford, London Road		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years
PK15	Junction Improvements - Highway, walking and cycling	IC8	Bishop's Stortford South access arrangements and junction upgrades	SM104	Various access arrangements and local junction upgrades including: priority junctions on Obrey Way, a roundabout on St. James Way, a roundabout at the Whittington Way/Bishop's Avenue junction and improvements to the existing London Road/Whittington Way junction.	Bishop's Stortford South		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years
PK15	Policy - Sustainable transport upgrade/ plan	IC15	Bishop's Stortford South sustainable transport measures	SM105	Sustainable transport measures that include walking and cycling and enhanced passenger transport services.	Bishop's Stortford South		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years
PK15	Policy - Sustainable transport upgrade/ plan	IC15	Bishop's Stortford High School - sustainable	SM106	Sustainable transport measures that include walking and cycling and enhanced passenger transport services.	Bishop's Stortford, High School Site		Task 1	East Herts IDP	East Herts	LRN	Unknown*	2-5 years

				transport measures								
PK15	Junction Improvement - Highway	IC7		London Road/Thorley Hill/Twyford Business Centre junction improvements	SM107	Improvements at the London Road/Thorley Hill/Twyford Business Centre junction (in addition to the nearby Burley Road junction) to prioritise and improve safety for pedestrians and improve journey times for buses through targeted bus priority.	Bishop's Stortford, London Road/Thorley Hill junction		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years
PK15	Junction Improvements - walking and cycling/ new bridge	IC9		Walking and cycling junction improvements - south of Bishop's Stortford	SM108	Improve walking and cycling provision at key junctions in the south of Bishop's Stortford to promote safety and access for pedestrians and cyclists.	Bishop's Stortford		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK16	Public transport – Bus Service Improvement	IC18		Stortford Fields-Tesco-Bishop's Park bus connection	PR47	Extend the bus service which links Stortford Fields (Newland Avenue) to Tesco supermarket (Lancaster Avenue) onwards through the Bishop's Park estate (Burghley Avenue and Dukes Drive).	Bishop's Stortford, Junction A120/A1250/A1184		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK16	Public transport – Bus Service Improvement	IC18		Enhanced Bus Services - western suburbs of Bishop's Stortford	PR53	Increase bus mode share by better connecting the outer suburbs (including St Michael's Mead) to the town centre through enhanced bus services.	Bishop's Stortford, B1004 Oriole Way Western Roundabout/St Michael's Mead/future Bishop's Stortford South		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK16	Public transport – Bus Service Improvement	IC18		A1250 bus connectivity to town centre	SM71	Improve bus service provision and access to the town centre	Bishop's Stortford, A1250		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK16	Policy Ticketing	IC13		Improve public transport ticketing experience	SM72	Consider opportunities to improve the customer experience when purchasing public transport tickets in Bishop's Stortford	Bishop's Stortford		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK17	Public transport – Bus Service Improvement	IC18	Thorley Bus Lane camera enforcement	PR300	Investigate the potential for camera enforcement of Thorley Bus Lane to prevent improper usage and improve bus journey time reliability.	Bishop's Stortford West		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years
PK17	Walking and Cycling Network Improvement	IC22	Improved footway links to Thorley Sainsbury's bus stop interchange (off Friedberg Ave).	PR43	Increasing bus mode share through improved footway links to Thorley Sainsbury's bus stop interchange.	Bishop's Stortford, Thorley Sainsbury's (Friedberg Ave)	LP5	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK17	Public Transport - Bus Stop Upgrades	IC17	Improved bus stop waiting facilities at Thorley Sainsbury's (Friedberg Ave)	PR44	Increasing bus mode share through improved bus stop facilities at Thorley Sainsbury's.	Bishop's Stortford, Thorley Sainsbury's (Friedberg Ave)	LP5	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK17	Public Transport - Bus Stop Upgrades	IC17	Improved access to bus stops in the south and south-west of Bishop's Stortford	SM73	Improve bus stop accessibility in the south and south-west of Bishop's Stortford including improved bus stop facilities.	Bishop's Stortford, South		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK17	Public transport – Bus Service Improvement	IC18	Improved bus journey times along Villers-Sur-Marne Avenue	SM74	Improve journey times for bus services along Villers-Sur-Marne Avenue.	Bishop's Stortford, Villers-Sur-Marne Avenue		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK18	Walking and Cycling Network Improvement	IC22	Newtown Road one-way between Portland Road and South Street	PR62	Road reassignment between Portland Road and South Street to reduce dominance of car travel and to facilitate improved provision for active travel.	Bishop's Stortford, Newtown Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK18	Junction Improvement – bus	IC6	Town centre bus priority	PR123	Install bus priority measures at key junctions in the centre of Bishop's Stortford to improve bus journey times and reliability.	Bishop's Stortford, centre		Task 2	Optioneering based on gap analysis	East Herts	LRN	£1m-£2.5m	2-5 years
PK18	Public transport - Real Time Information	IC20	Real time information at bus stops in the town centre	PR124	Provide real time information at bus stops in the town centre of Bishop's Stortford to facilitate better journey planning and reliability.	Bishop's Stortford, centre	LP10	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years

PK18	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the town centre	PR125	Upgrade bus stop facilities to improve safety and access to bus services in the centre of Bishop's Stortford.	Bishop's Stortford, town centre	LP10	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK18	Walking and Cycling Network Improvement	IC22	North-East Town Centre one-way system	SM16	Creation of a small one-way system on High Street, North Street and Bells Hill, complementing existing one-way operation on Bridge Street and Potter Street to reduce the dominance of car travel.	Bishop's Stortford, Northeast town centre		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK19	Junction Improvement - Highway	IC7	Adderley Road lane allocation improvement	PR16	Revise turning movement allocations and consider camera enforcement of box junction at the Adderley Road-the Causeway junction to manage traffic queues and improve air quality.	Bishop's Stortford, Adderley Road/The Causeway junction		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK19	Junction Improvement - Highway	IC7	Hockerill Junction improvement	SM6	Improvements to the Hockerill junction to provide improved facilities for active travel including crossings.	Bishop's Stortford, Hockerill Junction		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK19	Highways Improvement	IC5	Alleviate congestion on the A1250	SM131	Alleviate congestion and improve air quality on the A1250 through Bishop's Stortford by promoting sustainable travel along this corridor for shorter distance trips.	Bishop's Stortford, A1250		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	£0.5m-£1m	2-5 years
PK19	Highways Improvement	IC5	Alleviate congestion on Windhill	SM132	Improve peak time traffic flows and improve air quality along Windhill by promoting sustainable travel along this corridor for shorter distance trips.	Bishop's Stortford, Windhill		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	£0.5m-£1m	2-5 years
PK19	Junction Improvement - Highway	IC7	Bells Hill/Hadham Road junction improvement	SM133	Alleviate congestion and improve air quality at the junction of B1004 Bells Hill and A1250 Hadham Road Windhill by promoting sustainable travel along this corridor for shorter distance trips.	Bishop's Stortford, B1004/A1250 junction		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years

PK19	Highways Improvement	IC5	Alleviate congestion on routes into Bishop's Stortford	SM134	Improve the efficient flow of traffic on routes into Bishop's Stortford, particularly around the choke point at junction North Street/Market Street/Bridge Street/High Street Windhill by promoting sustainable travel for shorter distance trips.	Bishop's Stortford, Centre		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	£0.5m-£1m	2-5 years
PK20	Travel demand management - Speed limit review and improve active travel	IC21	B1004 Northgate End and A120 Link Road and Hadham Road 20mph zone	PR48	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, apply a 20mph speed limit in the area surrounding it. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, B1004 Northgate End		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK20	Walking and Cycling Network Improvement	IC22	B1004 Northgate End-A1250 Link Road off road shared use cycleway/ footway	PR49	To ensure that cyclists and pedestrians are not adversely affected by the proposed multi-storey car park, implement a cycle link between B1004 Northgate End and A1250 Link Road.	Bishop's Stortford, B1004/A1250		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK20	Car Park - Real Time Information	IC1	VMS Signs – Parking Accessibility	SM70	Improve parking accessibility for all users, reduce circulating time in the local area and potentially traffic congestion by installing VMS on key roads and locations. The VMS is specifically meant to assist those wishing to access car parks on Northgate End, Link Road, Causeway and Jackson Square.	Bishop's Stortford, Northgate End, Link Road, Causeway and Jackson Square		Task 1	Bishop's Stortford Parking Strategy	East Herts	LRN	Less than £500k	2-5 years

PK20	Policy Electric Vehicle Charging Points	IC11	Micromobility Parking and Charging Facilities and Electric vehicle charging points	SM164	Consider the provision of secure and covered e-bike and e-scooter charging facilities and the installation of short stay EV rapid charging points in Jackson Square, Northgate End and Link Road to improve parking accessibility for micromobility and EV users and promote sustainable transport, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, Jackson Square/Northgate End/Link Road		Task 1	Bishop's Stortford Parking Strategy	East Herts	LRN	Less than £500k	2-5 years
PK21	Public transport – Bus Service Improvement	IC18	Bishop's Stortford-Harlow bus provision and priority	SM300	Work with bus operators through the Enhanced Intalink Partnership to improve inter-urban bus provision and improve journey reliability through the installation of bus priority measures at key junctions on the A1184 between Bishop's Stortford and Harlow.	Between Bishop's Stortford and Harlow		New	New intervention - post public consultation optioneering	Multi District	LRN	Less than £500k	5-10 years
PK21	Junction Improvements - walking and cycling/ new bridge	IC9	A1184 pedestrian improvements	SM301	Increase pedestrian mode share through improved pedestrian provision along the A1184 corridor, including at key crossing points, on sections between Harlow and Sawbridgeworth and between Sawbridgeworth and Bishop's Stortford via Spellbrook.	Between Bishop's Stortford and Harlow		New	New intervention - post public consultation optioneering	Multi District	LRN	Less than £500k	5-10 years
PK21	Travel demand management - Speed limit review and improve active travel	IC21	High Wych Lane through-traffic mitigation	SM302	Consider measures to discourage through-traffic using High Wych Lane as a rat-run between Sawbridgeworth and Harlow, with a focus on High Wych village, including traffic calming measures developed in compliance with HCC's Speed Management Strategy, and measures to improve walking and cycling facilities.	Sawbridgeworth -Harlow-Gilston		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years

PK21	Walking and Cycling Network Improvement	IC22	Redricks Lane through-traffic mitigation	SM303	Consider measures to discourage through-traffic using Redricks Lane as a rat-run between Sawbridgeworth and Harlow, including traffic calming (if feasible or appropriate) developed in compliance with HCC's Speed Management Strategy.	Sawbridgeworth-Harlow-Gilston		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years
PK22	Junction Improvement – bus	IC6	Bus priority - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	PR189	Work with Essex County Council to install bus priority measures in key junctions between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to improve bus journey times and reliability.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	£1m-£2.5m	2-5 years
PK22	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR192	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to encourage an uptake in sustainable travel.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK22	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR196	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree	LP15	Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK22	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR197	Work with Essex County Council to provide real time information at public transport stops between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree to facilitate better journey planning and reliability.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree	LP15	Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	2-5 years

PK22	Public transport – Bus Service Improvement	IC18	Bishop's Stortford- Great Dunmow bus provision	SM186	Work with Essex County Council to improve inter-urban bus provision on interurban interactions to Great Dunmow.	To Great Dunmow		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	Multi District	SRN	£1m-£2.5m	2-5 years
PK22	Public transport – Bus Service Improvement	IC18	Bishop's Stortford- Braintree bus provision	SM187	Work with Essex County Council to improve inter-urban bus provision on interurban interactions to Braintree.	To Braintree		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	Multi District	SRN	£1m-£2.5m	2-5 years
PK22	Multi-modal interchange improvement	IC10	Interchange improvements - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM190	Work with Essex County Council to improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	£0.5m-£1m	5-10 years
PK22	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM191	Work with Essex County Council to help enable the improved provision of electric vehicle charging points at key locations within Bishop's Stortford as well as at Stansted Airport and within Great Dunmow and Braintree to promote an uptake in electric vehicle use along the A120 corridor, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	2-5 years
PK22	Policy Ticketing	IC13	Improve ticketing experience - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM193	Work with Essex County Council to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years

PK22	Policy Parking management	IC14	Parking management - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM194	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres, large employment sites and the airport.	Bishop's Stortford - Stansted Airport / Great Dunmow / Braintree		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK23	Cycle Parking	IC2	Cycle parking - Bishop's Stortford to Stansted Mountfitchet / Elsenham	PR200	Work with Essex County Council to improve cycle parking provision at key locations within Bishop's Stortford and Stansted Mountfitchet / Elsenham to promote cycling uptake between these areas. Key locations include stations, town centres, activity centres and large employment sites	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK23	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR204	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to encourage an uptake in sustainable travel.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK23	Wayfinding/ Signage	IC23	Wayfinding - Bishop's Stortford to Stansted Mountfitchet / Elsenham	PR209	Work with Essex County Council to improve the wayfinding for cycle routes between Bishop's Stortford and Stansted Mountfitchet / Elsenham.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years

PK23	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR208	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services in and between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden	LP16	Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK23	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR210	Work with Essex County Council to provide real time information at bus stops in and between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to facilitate better journey planning and reliability.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden	LP16	Task 2	GIS based assessment	Multi District	LRN	Less than £500k	2-5 years
PK23	Walking and Cycling Network Improvement	IC22	Improved cycling provision between Bishop's Stortford and Stansted Mountfitchet	SM198	Work with Essex County Council to improve cycling provision between Bishop's Stortford and Stansted Mountfitchet.	Between Bishop's Stortford and Stansted Mountfitchet		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	Multi District	LRN	Less than £500k	2-5 years
PK23	Public transport – Bus Service Improvement	IC18	Improved bus provision between Bishop's Stortford, Stansted Mountfitchet and Elsenham	SM199	Work with bus operators as part of the Enhanced Intalink partnership to improve the reliability and provision of bus services between Bishop's Stortford, Stansted Mountfitchet and Elsenham.	Between Bishop's Stortford and Elsenham		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	Multi District	LRN	£1m-£2.5m	2-5 years
PK23	Junction Improvements - walking and cycling/ new bridge	IC9	Walking and cycling junction improvements - Bishop's Stortford to Stansted Mountfitchet / Elsenham	SM201	Work with Essex County Council to improve walking and cycling provision at key junctions between Bishop's Stortford and Stansted Mountfitchet / Elsenham to promote safety and access for pedestrians and cyclists	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	£0.5m-£1m	2-5 years
PK23	Multi-modal interchange improvement	IC10	Interchange improvements - Bishop's Stortford to Stansted Mountfitchet /	SM202	Work with Essex County Council to improve access between sustainable travel modes at key interchange locations in and between Bishop's Stortford and	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	£0.5m-£1m	5-10 years

			Elsenham / Saffron Walden		Stansted Mountfitchet / Elsenham / Saffron Walden							
PK23	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	SM203	Work with Essex County Council to help enable the improved provision of electric vehicle charging points at key locations in Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden to promote an uptake in electric vehicle use.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	2-5 years
PK23	Policy Parking management	IC14	Parking management - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	SM206	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites.	Bishop's Stortford - Stansted Mountfitchet / Elsenham / Saffron Walden		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK24	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Cambridge	PR213	Work with local authorities to promote the available public transport services and active travel routes between Bishop's Stortford and Cambridge to encourage an uptake in sustainable travel.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK24	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Cambridge	PR217	Work with local authorities to provide real time information at public transport stops between Bishop's Stortford and Cambridge to facilitate better journey planning and reliability.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	2-5 years

PK24	Multi-modal interchange improvement	IC10	Interchange improvements Bishop's Stortford-Cambridge	SM211	Work with local authorities to improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Cambridge.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	£0.5m-£1m	5-10 years
PK24	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford to Cambridge	SM212	Work with local authorities to help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Cambridge to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	2-5 years
PK24	Policy Ticketing	IC13	Improve ticketing experience between Bishop's Stortford and Cambridge	SM214	Work with local authorities to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Cambridge.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK24	Policy Parking management	IC14	Parking management - Bishop's Stortford to Cambridge	SM215	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Cambridge through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites.	Bishop's Stortford - Cambridge		Task 2	Optioneering based on gap analysis	Multi District	SRN	Less than £500k	Less than 2 years
PK25	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's	PR225	Promote the available public transport services and active travel routes between Bishop's Stortford and Hertford / Ware to encourage	Bishop's Stortford - Hertford / Ware		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

					Stortford and Hertford / Ware			an uptake in sustainable travel.					
PK25	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Hertford / Ware	PR229	Upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Hertford / Ware.	Bishop's Stortford - Hertford / Ware	LP17	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK25	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Hertford / Ware	PR230	Provide real time information at public transport stops between Bishop's Stortford and Hertford / Ware to facilitate better journey planning and reliability.	Bishop's Stortford - Hertford / Ware	LP17	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK25	Walking and Cycling Network Improvement	IC22	Improved cycle provision between Bishop's Stortford and Ware	SM218	Improve cross-country cycle provision between Ware and Bishop's Stortford.	Between Ware and Bishop's Stortford		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years
PK25	Public transport – Bus Service Improvement	IC18	Improved bus provision between Bishop's Stortford and Hertford / Ware	SM219	Improve bus provision and bus journey reliability between Bishop's Stortford and Ware/Hertford.	Between Bishop's Stortford and Ware/Hertford		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	£1m-£2.5m	2-5 years
PK25	Policy - Sustainable transport upgrade/ plan	IC15	Mitigate rat running along B1004 and B180	SM220	Mitigate rat running through the B1004 and B180 via Much Hadham, Widford and Hunsdon.	B1004 via Much Hadham and Widford		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years
PK25	Multi-modal interchange improvement	IC10	Standon and Puckeridge traffic management	SM222	Alleviate the impact of A120 traffic on pedestrian and cycle movements within Standon and Puckeridge.	A120 between Bishop's Stortford and Puckeridge		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	MRN	Unknown*	Less than 2 years

PK25	Policy Electric Vehicle Charging Points	IC11	Interchange improvements between Bishop's Stortford and Hertford / Ware	SM223	Improve access between sustainable travel modes at key interchange locations between Bishop's Stortford and Hertford / Ware.	Bishop's Stortford - Hertford / Ware		Task 2	Optioneering based on gap analysis	East Herts	LRN	£0.5m-£1m	5-10 years
PK25	Policy - Marketing	IC12	Electric vehicle charging points between Bishop's Stortford and Hertford / Ware	SM224	Help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Hertford / Ware to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford - Hertford / Ware		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK25	Policy Ticketing	IC13	Improve ticketing experience between Bishop's Stortford and Hertford / Ware	SM226	Consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Hertford / Ware.	Bishop's Stortford - Hertford / Ware		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK25	Policy Parking management	IC14	Parking management between Bishop's Stortford and Hertford / Ware	SM227	Work with operators and East Herts District Council to manage car parking provision at key locations between Bishop's Stortford and Hertford / Ware through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites.	Bishop's Stortford - Hertford / Ware		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Walking and Cycling Network Improvement	IC22	West Road footway enhancements	PR231	Footway enhancements along southern side of West Road (SAWB3 only)	Sawbridgeworth, West Rd		Task 1	East Herts IDP	East Herts	LRN	Unknown*	Less than 2 years

PK26	Junction Improvements - walking and cycling/ new bridge	IC9	A1184/West Road/Station Road junction improvements	PR232	Improvements to the A1184/West Road/Station Road junction incorporating better facilities for pedestrians and cyclists	Sawbridgeworth, West Rd/A1184/Station Rd Junction		Task 1	East Herts IDP	East Herts	LRN	Less than £500k	2-5 years
PK26	Walking and Cycling Network Improvement	IC22	Pedestrian provision at A1184/Bell Street junction	PR234	Improve place function and walking mode share at A1184/Bell St junction through pedestrian provision.	Sawbridgeworth, A1184/Bell St junction		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	2-5 years
PK26	Walking and Cycling Network Improvement	IC22	Forebury cycling improvements	PR235	Increase cycle mode share through cycle provision on The Forebury.	Sawbridgeworth, Bell St junction		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	SAWB 2 walking provision	PR237	Improved walking provision at SAWB 2 development to increase mode share	Sawbridgeworth, West Rd		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	2-5 years
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	Pedestrian crossing improvements at West Road/Coney Green/Mandeville School junction	PR238	Increase walking mode share through improved pedestrian provision at West Rd/Coney Green/Mandeville School junction	Sawbridgeworth, West Rd/Coney Gree/Mandeville School junction		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Walking and Cycling Network Improvement	IC22	Bell Street improvements	PR239	Improved urban realm and walking and cycle provision on Bell Street	Sawbridgeworth, Bell Street		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Walking and Cycling Network Improvement	IC22	Walking and cycling improvements between West Road and A1184	PR240	Walking and cycling provision to facilitate walking and cycling between West Rd and A1184	Sawbridgeworth, A1184		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years

PK26	Walking and Cycling Network Improvement	IC22	River Stort towpath improvements	PR241	Work with Essex County Council to improve walking and cycling provision on River Stort towpath to enable wider use, especially by disabled people	Sawbridgeworth, river Stort towpath		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Cycle Parking	IC2	Sawbridgeworth cycle parking	PR242	Improve cycle parking provision at key locations in Sawbridgeworth to promote cycling uptake. Key locations include Sawbridgeworth station, town centre and key activity centres and parks/playgrounds including Bullfields Park.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Walking and Cycling Network Improvement	IC22	Sawbridgeworth wayfinding	PR243	Improve the wayfinding between key locations, particularly for walking, cycling and public transport routes, in Sawbridgeworth	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	Pedestrian crossing improvements	SM236	Increase pedestrian mode share through pedestrian provision at crossings along the A1184 and Station Road.	Sawbridgeworth		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK27	Travel demand management - Speed limit review and improve active travel	IC21	Bell Street 20mph speed limit	PR247	Increase walking and cycling mode share by reducing vehicle speeds along Bell Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Sawbridgeworth, Bell St junction		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years

PK27	Travel demand management - Speed limit review and improve active travel	IC21	30mph speed limit extension	SM244	Increase walking and cycling mode share by extending the 30mph speed limit zone in areas south of A1184 and east of Station Rd.	Sawbridgeworth, A1184 south		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK27	Travel demand management - Speed limit review and improve active travel	IC21	20mph speed limit in town centre	SM245	Increase walking and cycling mode share by implementing a 20mph speed zone in the town centre. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Sawbridgeworth, town centre		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK27	Travel demand management - Speed limit review and improve active travel	IC21	40mph speed limit extension	SM246	Increase walking and cycling mode share by extending the 40mph speed limit zone to include West Rd/Beanfield Rd junction.	Sawbridgeworth, West Road		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK27	Policy - Sustainable transport upgrade/ plan	IC15	Improved air quality	SM248	Work with East Herts District Council to address air quality issues through Sawbridgeworth, including in the Sawbridgeworth AQMA through encouragement of sustainable travel for short distance trips. Work with East Herts District Council to secure an air quality monitoring regime.	Sawbridgeworth, London Rd/Bell Rd		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years
PK27	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Sawbridgeworth	SM250	Help enable the improved provision of electric vehicle charging points at key locations in Sawbridgeworth to promote an uptake in electric vehicle use, in line with HCC's emerging EV	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years

					Charging Infrastructure Strategy.							
PK27	Policy Parking management	IC14	Parking management - Sawbridgeworth	SM251	Work with operators and local authorities to manage car parking provision in Sawbridgeworth through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK28	Junction Improvements - walking and cycling/ new bridge	IC9	Crossing improvements at Station Road/Bullfields/ Knight Street junction	PR253	Increasing walking and cycling mode share through improved crossing provision at Station Rd/Bullfields/Knight St junction.	Sawbridgeworth, Station Rd/Bullfields/Knight St junction		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK28	Policy - Sustainable transport upgrade/ plan	IC15	Sustainable travel access to station	PR254	Improved sustainable travel provision at the station to increase walking and cycling mode share.	Sawbridgeworth Station		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK28	Walking and Cycling Network Improvement	IC22	Pedestrian crossing improvements at the station	PR256	Improve pedestrian crossing facilities outside the railway station.	Sawbridgeworth, Station Rd		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK28	Public transport – Bus Service Improvement	IC18	Improved bus service provision and journey times to Sawbridgeworth station	SM257	Improved bus service provision and journey times to Sawbridgeworth station	Sawbridgeworth		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK28	Policy Ticketing	IC13	Improve ticketing experience in Sawbridgeworth	SM258	Consider opportunities to improve the customer experience when purchasing public transport tickets Sawbridgeworth.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK29	Walking and Cycling Network Improvement	IC22	Walking and cycling routes to the Mandeville and Leventhorpe Schools	PR259	Footway/cycleway from West Road to Mandeville School and Leventhorpe School (SAWB2 only).	Sawbridgeworth, West Rd/Mandeville School/Leventhorpe School		Task 1	East Herts IDP	East Herts	LRN	Less than £500k	Less than 2 years
PK29	Junction Improvements - walking and cycling/ new bridge	IC9	Improved pedestrian crossings outside Leventhorpe School	PR260	Increase walking and cycling mode share by improving crossing arrangements on the A1184 at Leventhorpe School.	Sawbridgeworth, A1184		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK30	Walking and Cycling Network Improvement	IC22	Linking existing shared use routes on the A1184	PR263	Walking and Cycling provision on A1184 to link sections of existing shared use paths.	Sawbridgeworth, A1184		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK30	Walking and Cycling Network Improvement	IC22	Northfield House walking and cycling improvements	PR264	Improve pedestrian and cycle access to/ from the development at Northfield House.	Sawbridgeworth, Northfield House development		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK30	Public Transport - Bus Stop Upgrades	IC17	Cambridge Road bus stop improvements	PR265	Improve bus stop facilities on Cambridge Road.	Sawbridgeworth, North		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK30	Public transport – Bus Service Improvement	IC18	Cambridge Road bus service improvements	SM268	Improve the bus service provision and journey time reliability on Cambridge Road to encourage more public transport use.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK31	Walking and Cycling Network Improvement	IC22	London Road cycling improvements	PR271	Improved cycle provision along A1184 between Station Rd/West Rd to south town boundary.	Sawbridgeworth, A1184 between West Rd/Station Rd to south town boundary		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	Less than £500k	Less than 2 years
PK31	Public Transport - Bus Stop Upgrades	IC17	London Road bus stop improvements	PR273	Upgrade bus stop facilities to improve safety and access to bus services in the south of Sawbridgeworth.	Sawbridgeworth, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK31	Walking and Cycling Network Improvement	IC22	London Road pedestrian crossing improvements	SM272	Improve crossing facilities for pedestrians, particularly near bus stops.	Sawbridgeworth, London Rd		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK31	Public transport – Bus Service Improvement	IC18	London Road bus service improvements	SM274	Improve the bus service provision and journey time reliability in the south of Sawbridgeworth to encourage more public transport use, including direct links towards the Gilston Park development and Harlow.	Sawbridgeworth, South		Task 2	Optioneering based on gap analysis	East Herts	LRN	£0.5m-£1m	5-10 years
PK32	Junction Improvement - Highway	IC7	Widening of River Stort Central crossing	SM275	Widening of Central crossing over River Stort from Eastwick Roundabout to Burnt Mill Roundabout to provide a sustainable travel corridor between the Gilston Park development and Harlow.	A414, Stort crossing between Harlow and Gilston		Task 1	East Herts IDP	East Herts	MRN	£16m	5-10 years
PK32	Junction Improvement - Highway	IC7	New River Stort crossing	SM276	New Second Stort Crossing to the east of the existing crossing to reduce through-traffic within Harlow and to provide additional access to Templefields Industrial Estate, including provision for active and sustainable travel, to Gilston Park Development. (IC7) (Note: this intervention also features in the SE GTP as SM510)	A414, Stort crossing between Harlow and Gilston		Task 1	East Herts IDP	East Herts	MRN	£50m	5-10 years
PK32	Junction Improvement - Highway	IC7	M11 Junction 7 upgrade	SM291	M11 Junction 7 upgrade scheme (promoted by Essex County Council) to reduce congestion to facilitate sustainable travel improvements, improve air quality and facilitate growth delivered as part of Harlow-Gilston Garden Town – delivered in conjunction with the new Junction 7a. (IC7) (Note: this intervention also features in the SE GTP as SM511)	M11 Junction 7		Task 1	East Herts IDP	East Herts	SRN	£45m + £34m	2-5 years

PK32	Highways Improvement	IC5	Edinburgh Way/Retail Park junction improvement	SM304	Work with Essex County Council to investigate options for A414 Edinburgh Way/Retail Park junction improvement. (IC5) (Note: this intervention also features in the SE GTP as SM143)	Harlow, A414 Edinburgh Way		New	New intervention - post public consultation optioneering	East Herts	LRN	Unknown*	2-5 years
PK32	Highways Improvement	IC5	Gilston development access arrangements	SM312	Gilston development access arrangements, including provision for active and sustainable travel. (IC5) (Note: this intervention also features in the SE GTP as SM144)	Harlow		New	Optioneering based on gap analysis 0	East Herts	LRN	Unknown**	5-10 years
PK33	Junction Improvement - Highway	IC7	Edinburgh Way/Howard Way junction improvement	PR277	Work with Essex County Council to investigate options for A414 Edinburgh Way/Howard Way improvement scheme, including provision for active travel and sustainable travel. (IC7)	Harlow, A414 Edinburgh Way/Howard Way		Task 1	East Herts IDP	East Herts	MRN	£5m-£10m	Less than 2 years
PK33	Cycle Parking	IC2	Cycle parking at key destinations in Harlow	PR283	Work with Essex County Council to improve cycle parking provision at key locations in Harlow to promote cycling uptake. Key locations include Harlow Mill station, Riverside Way Industrial Estate, retail parks along Edinburgh Way and Old Harlow town centre and Mark Hall Sports Centre. (IC2) (Note: this intervention also features in the SE GTP as SM502)	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK33	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford, Sawbridgeworth and Harlow	PR289	Work with Essex County Council to upgrade bus stop facilities to improve safety and access to bus services between Bishop's Stortford and Harlow / Sawbridgeworth.	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years

PK33	Policy - Sustainable transport upgrade/ plan	IC15	North-south and east- west sustainable travel corridors	SM279	Work with Essex County Council to increase PT and active travel mode share through a framework of North-south and east-west sustainable transport corridors, including connections to the proposed HERT mass rapid transit system.	Harlow		Task 1	Harlow Council Infrastructure Delivery Plan 2018	East Herts	LRN	£100m + £25m	5-10 years
PK33	Public transport – Bus Service Improvement	IC18	Harlow Enterprise Zone rail accessibility	SM282	Work with Essex County Council, operators and Network Rail to improve rail accessibility to the Harlow Enterprise Zone sites (Templefields, Kao Park and Science Park).	Harlow Enterprise Zone		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	Other	LRN	£10m-£25m	2-5 years
PK33	Policy Ticketing	IC13	Improve ticketing experience between Bishop's Stortford, Sawbridgeworth and Harlow	SM286	Work with Essex County Council to consider opportunities to improve the customer experience when purchasing public transport tickets between Bishop's Stortford and Harlow / Sawbridgeworth.	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK33	Policy Parking management	IC14	Parking management between Bishop's Stortford, Sawbridgeworth and Harlow	SM287	Work with operators and local authorities to manage car parking provision at key locations between Bishop's Stortford and Harlow / Sawbridgeworth through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. Key locations include car parks, stations, town centres, activity centres and large employment sites.	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	Less than 2 years
PK33	Policy Parking management	IC14	Workplace parking levy	SM313	Review options for the implementation of a Workplace Parking Levy. (IC14) (Note: this intervention also features in the SE GTP as SM146)	Harlow		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k (cost of study)	2-5 years

PK33	Policy Parking management	IC14	Park and Ride	SM305	Review options for a Park and Ride facility which links to the proposed HERT mass rapid transit system. (IC14) (Note: this intervention also features in the SE GTP as SM147)	Harlow and Gilston		New - Harlow Gilston Transport Strategy	New intervention - post public consultation optioneering	East Herts	LRN	£0.5m-£1m	5-10 years
PK33	Multi-modal interchange improvement	IC10	Harlow station access and connections	SM306	Improved access to Harlow Town Station from adjoining areas, including improved sustainable travel connections. (IC10) (Note: this intervention also features in the SE GTP as SM148)	Harlow, Harlow Town Station		New - East Herts IDP	New intervention - post public consultation optioneering	Harlow	LRN	£1m-£2.5m	5-10 years
PK2 / PK6	Wayfinding/ Signage	IC23	Wayfinding - east of Bishop's Stortford	PR97	Improve the wayfinding between key locations in the east of Bishop's Stortford, particularly for walking, cycling and public transport routes.	Bishop's Stortford, east		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK4 / PK9 / PK11	Wayfinding/ Signage	IC23	Wayfinding - southwest of Bishop's Stortford	PR92	Improve the wayfinding between key locations in the southwest of Bishop's Stortford, particularly for walking, cycling and public transport routes.	Bishop's Stortford, southwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK4 / PK11	Cycle Parking	IC2	Micromobility Parking and Charging Facilities in southwest Bishop's Stortford	PR91	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Thorley Neighbourhood Centre, Thorley Wedge park (possible multiple locations across the linear park including near to playground sites) and Tesco Express Havers Lane and Havers Community Centre (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters).	Bishop's Stortford, southwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK10 / PK13	Wayfinding/ Signage	IC23	Wayfinding - north-west of Bishop's Stortford	PR89	Improve wayfinding in north-west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Grange Paddock Leisure Centre, local schools (e.g. Northgate Primary School) and sports clubs (e.g. Bishop's Stortford Cricket Club). Signs would be located within the highway at key junctions where a change in travel direction is required.	Bishop's Stortford, northwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK12 / PK13	Wayfinding/ Signage	IC23	Wayfinding - west of Bishop's Stortford	PR88	Improve wayfinding in west Bishop's Stortford, including primarily signs indicating directions, distances and potentially walking times to key destinations, specifically the town centre, railway station, Tesco supermarket and Bishop's Mead Community Centre, St Michaels Mead Community Centre, Thorley Neighbourhood Centre and local schools (e.g. Hillmead Primary School).	Bishop's Stortford, west		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK10 / PK13	Cycle Parking	IC2	Micromobility Parking and Charging Facilities in northwest Bishop's Stortford	PR84	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at parks and activity centres including Tesco/Bishop's Park Community Centre, Bishop's Park Playing Field and Playground, Northern Parkland (St Michaels Mead) and St Michaels Mead Community Centre (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be	Bishop's Stortford, northwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

					amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)"							
PK10 / PK13	Public transport - Real Time Information	IC20	Real time information at bus stops on Rye Street	PR83	Provide real time information at bus stops (where feasible) on the B1004 Rye Street.	Bishop's Stortford, northwest	LP9	Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK10 / PK13	Policy - Marketing	IC12	Promote available sustainable travel options in the northwest of Bishop's Stortford	PR80	Promote the available public transport services and active travel routes in the northwest of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, northwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK11 / PK15 / PK17	Public transport - Real Time Information	IC20	Real time information at bus stops in the south and south-west of Bishop's Stortford	PR77	Provide real time information at bus stops in the south and south-west of Bishop's Stortford to facilitate better journey planning and reliability.	Bishop's Stortford, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK9 / PK11 / PK17	Policy - Marketing	IC12	Promote available sustainable travel options in the southwest of Bishop's Stortford	PR76	Promote the available public transport services and active travel routes in the southwest of Bishop's Stortford to encourage an uptake in sustainable travel.	Bishop's Stortford, southwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Walking and Cycling Network Improvement	IC22	South Street micromobility parking and charging facilities	PR67	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities on South Street close to the junction with Station Road and Newtown Road.	Bishop's Stortford, South Street	LP7	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Cycle Parking	IC2	Windhill micromobility parking and charging facilities	PR66	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities on Windhill.	Bishop's Stortford, Windhill	LP7	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

PK1 / PK2 / PK9	Cycle Parking	IC2	Apton Road micromobility parking and charging facilities	PR63	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at the Apton Road car park.	Bishop's Stortford, Apton Road	LP7	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Walking and Cycling Network Improvement	IC22	North Street Streetscape enhancement	PR61	Increase walking mode share by applying a 20mph speed limit and enhancing the streetscape on North Street to mimic South Street/Potter Street. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, North St		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK5	Walking and Cycling Network Improvement	IC22	Towpath to Link Road cycleway	PR60	Promoting the River Stort's place function and increasing walking and cycling mode share through conversion of the existing footway into a shared-use footway/cycleway.	Bishop's Stortford, river towpath/Link Road/Bridge Street		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK4 / PK9	Travel demand management - Speed limit review and improve active travel	IC21	Havers 20mph zone	PR56	Improve walking and cycling safety through 20mph zone covering all roads in the Havers area, including Havers Lane, Elizabeth Road, Piggotts Way, Scott Road (and adjoining cul-de-sacs). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, Havers area		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Junction Improvements - walking and cycling/ new bridge	IC9	Footway/ crossing enhancement – Windhill / High Street adjacent to St. Michael's Church	PR55	Provision of a new crossing on Windhill just west of St Michael's Church to increase walking mode share.	Bishop's Stortford, Windhill/High St	LP18	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

PK15 / PK16	Junction Improvement – bus	IC6	Bus-actuated signals on B1383 junctions and/or bus priority	PR50	Improvements to traffic signals to enable bus-detection and prevent that buses are held up in the junction.	Bishop's Stortford, B1383 junctions		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK4 / PK11	Travel demand management - Speed limit review and improve active travel	IC21	Thorley Area 20mph speed limit	PR46	Increasing cycle mode share and reducing traffic speeds by applying 20mph speed limit on roads in the Thorley Area (excluding Friedberg Avenue and Villiers-Sur-Marne Avenue). Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, Thorley area		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK15 / PK16	Public transport – Bus Service Improvement	IC18	St James Park (Bishop's Stortford South) bus connectivity	PR45	Encourage bus use to and from the St James Park development including enhancements to existing services linking to the station and town centre.	Bishop's Stortford, Thorley St		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK6 / PK7	Walking and Cycling Network Improvement	IC22	Warwick Road cycle route	PR41	Cycle provision with improved linkages at Haymeads Lane.	Bishop's Stortford, Warwick Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK5 / PK8	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Grange Paddocks to The Causeway (Town Centre)	PR35	Upgrade the towpath to facilitate pedestrian and cycle movements between key roads and locations	Bishop's Stortford, River Stort Towpath - Grange Paddocks and Town Meads (South)		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	Less than 2 years

PK1 / PK3 / PK4 / PK5 / PK6	Cycle Parking	IC2	Micromobility charging points at the railway station	PR301	The provision of secure and covered e-bike and e-scooter parking and charging facilities at each entrance to the railway station (either side of the railway) where e-bike users can detach and safely secure their bike batteries for charging. (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)	Bishop's Stortford Town Centre		New	New intervention - post public consultation optioneering	East Herts	LRN	Less than £500k	2-5 years
PK2 / PK7 / PK8	Walking and Cycling Network Improvement	IC22	Parsonage Lane cycle route	PR30	Cycle route between B1383 and A1250 to increase cycle mode share, including linkages to Grange Paddocks.	Bishop's Stortford, B1383/A1250		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK21 / PK33	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford, Sawbridgeworth and Harlow	PR285	Work with Essex County Council to promote the available public transport services and active travel routes between Bishop's Stortford and Harlow / Sawbridgeworth to encourage an uptake in sustainable travel.	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK21 / PK31	Junction Improvements - walking and cycling/ new bridge	IC9	A1184/High Wych Road junction improvement	PR270	Improvement of A1184/High Wych Road junction potentially including bus priority, pedestrian and cycle improvements.	Sawbridgeworth, A1184/High Wych Road Junction		Task 1	East Herts IDP	East Herts	LRN	Less than £500k	2-5 years
PK30 / PK31	Public transport - Real Time Information	IC20	Real time information at bus stops in Sawbridgeworth	PR269	Provide real time information at public transport stops in Sawbridgeworth to facilitate better journey planning and reliability.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK30 / PK31	Policy - Marketing	IC12	Promote available sustainable travel options in Sawbridgeworth	PR267	Promote the available public transport services and active travel routes in Sawbridgeworth to encourage an uptake in sustainable travel.	Sawbridgeworth		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

PK30 / PK31	Walking and Cycling Network Improvement	IC22	Cambridge Road cycling improvements	PR261	Improved cycle provision along A1184 between Leventhorpe School and Station Rd/West Rd.	Sawbridgeworth, A1184 between Leventhorpe School and Station Rd/West Rd		Task 1	Sawbridgeworth Local Cycling and Walking Plan	East Herts	LRN	£0.5m-£1m	Less than 2 years
PK4 / PK9	Walking and Cycling Network Improvement	IC22	Havers-Station cycle route	PR20	Increasing cycle mode share through improved cycle provision connecting the area around Havers Lane with the River Stort ped/cycle bridge	Bishop's Stortford, Havers Lane/Elizabeth Rd		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Cycle Parking	IC2	Jackson Square micromobility parking and charging facilities	PR18	The provision of secure and covered cycle parking and potentially e-bike and e-scooter charging facilities at/close to entrance to Jackson Square on Bridge Street.	Bishop's Stortford, Jackson Square	LP7	Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years

PK1 / PK2	Walking and Cycling Network Improvement	IC22	Bridge Street (east) improvement	PR17	Increase walking mode share through improve pedestrian facilities on Bridge Street.	Bishop's Stortford, Bridge Street		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK1 / PK2	Cycle Parking	IC2	Micromobility Parking and Charging Facilities on Link Road	PR119	Improve secure and covered cycle parking accessibility and potentially the provision of e-bike and e-scooter charging facilities by reallocating car park space to cyclists at Link Road (note - at the time of writing e-scooters are not permitted for use on the public highway in Hertfordshire. Should government guidance be amended in the future, HCC will consider the need and feasibility for charging facilities for e-scooters)	Bishop's Stortford, Link Road		Task 1	Bishop's Stortford Parking Strategy	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK15	Wayfinding/ Signage	IC23	Wayfinding - south of Bishop's Stortford	PR113	Improve the wayfinding between key locations in the south of Bishop's Stortford, particularly for walking, cycling and public transport routes.	Bishop's Stortford, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK3 / PK6	Walking and Cycling Network Improvement	IC22	Station Road improvement (east of railway)	SM7	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists.	Bishop's Stortford, Station Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k-£5m+	Less than 2 years

PK1 / PK3 / PK5 / PK6	Walking and Cycling Network Improvement	IC22	Station Road improvement (west of railway)	SM5	Increasing walking and cycling mode share by enhancing facilities for pedestrians and cyclists.	Bishop's Stortford, Station Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£0.5m-£1m	Less than 2 years
PK1 / PK3	Multi-modal interchange improvement	IC10	Bus Interchange and station forecourt enhancement	SM4	Improve PT linkages by improving the bus interchange and railway station forecourt.	Bishop's Stortford, Station		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£1m-£2.5m	2-5 years
PK21 / PK33	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points between Bishop's Stortford, Sawbridgeworth and Harlow	SM284	Work with East Herts District Council and Essex County Council to help enable the improved provision of electric vehicle charging points at key locations between Bishop's Stortford and Harlow / Sawbridgeworth to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford - Harlow / Sawbridgeworth		Task 2	Optioneering based on gap analysis	Multi District	LRN	Less than £500k	2-5 years
PK2 / PK4 / PK6 / PK9 / PK15 / PK21 / PK31 / PK33	Walking and Cycling Network Improvement	IC22	Stansted to Rye House strategic cycle route	SM280	Cycle provision at key locations between Stansted Airport to Rye House as identified as part of the Stansted to Rye House strategic cycle route. (IC22) (Note: this intervention also features in the SE GTP as SM512)	Stansted - Harlow - Lea Valley		Task 1	Stansted - Harlow - Lea Valley Cycle Corridor Study	Multi District	LRN	£0.5m-£1m	5-10 years

PK1 / PK18	Walking and Cycling Network Improvement	IC22	South Street and Potter Street car and motorcycles prohibited (except for access, buses and taxis)	SM17	Reduce dominance of car travel by restricting motor vehicles (except for access) on South Street and Potter Street.	Bishop's Stortford, South Street/Potter Street		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	2-5 years
PK12 / PK16	Public transport – Bus Service Improvement	IC18	Enhance bus service provision to schools	SM160	Improve bus service provision to the schools in the west of Bishop's Stortford.	Bishop's Stortford, Windhill		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK6 / PK7 / PK8	Walking and Cycling Network Improvement	IC22	A1250 Dunmow Road cycle route	SM15	Increasing cycle mode share through cycle provision alongside the A1250 Dunmow Road between the junction with Haymeads Lane and the junction with Parsonage Lane to the Hertfordshire county boundary.	Bishop's Stortford, A1250 Dunmow Road		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k-£500K	2-5 years
PK15 / PK16	Junction Improvement – bus	IC6	Whittington Way Bus Priority and Bishop's Stortford South northern access	SM14	Minimising bus delays through the provision of a new junction arrangement to provide access/egress to/from the proposed Bishop's Stortford South development.	Bishop's Stortford, Whittington Way		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	£1m-£2.5m	2-5 years
PK12 / PK16	Public transport – Bus Service Improvement	IC18	Bus Service 308 route amendment and new bus stop/footway	SM13	Increase sustainable mode share to and from the Bishop's Stortford High School through improved public transport and walking connectivity. Suggested measures include implementing a new bus stop and new pedestrian facilities.	Bishop's Stortford, B1004 Gt Hadham Rd/Villiers-Sur-Marne		Task 1	Bishop's Stortford Transport Options Report	East Herts	LRN	Less than £500k	Less than 2 years
PK2 / PK14	Walking and Cycling Network Improvement	IC22	Cycle provision between the north of Bishop's Stortford and the town centre	SM121	Improve cycling provision from the north of Bishop's Stortford into the town centre	Bishop's Stortford, B1004		Task 2	EA GTP Stage 2 Strategy Paper v3 - ISSUED 160419	East Herts	LRN	Less than £500k	2-5 years

PK15 / PK20	Policy Parking management	IC14	Parking management - south of Bishop's Stortford	SM111	Work with operators and East Herts District Council to manage car parking provision across Bishop's Stortford through paid parking, parking limitations and other measures with the aim to shift people toward sustainable travel. This includes smaller town centre car parks such as Basbow Lane and Apton Road, and on-street provision such as on High Street and South Street/South Road on the edges of the town centre. Explore options for introducing dedicated e-car hire/car club spaces to support expansion of existing hire/car sharing schemes or new schemes in the local area.	Bishop's Stortford, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years
PK15 / PK20	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - south of Bishop's Stortford	SM109	Help enable the improved provision of electric vehicle charging points at key locations in the south of Bishop's Stortford to promote an uptake in electric vehicle use, in line with HCC's emerging EV Charging Infrastructure Strategy.	Bishop's Stortford, south		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	2-5 years
PK2 / PK10	Travel demand management - Speed limit review and improve active travel	IC21	Revise speed limits - northwest of Bishop's Stortford	SM100	Reduce speed limits in the northwest of Bishop's Stortford to improve safety for pedestrians and cyclists. Reference should be made to the Speed Management Strategy which can provide guidance on the appropriate measures that can be introduced to manage traffic speeds which could encourage an increase in sustainable travel.	Bishop's Stortford, Northwest		Task 2	Optioneering based on gap analysis	East Herts	LRN	Less than £500k	Less than 2 years

*Costs to be defined through next stages of development. **Costs to be determined through the planning approval process

Appendix C - Assessment against LTP4 Objective

Package ID	Intervention Category Name	Intervention Category ID	Intervention Name	Intervention ID	LTP4 Theme: Prosperity Objective 1 - Improve access to international gateways and regional centres outside Hertfordshire.	LTP4 Theme: Prosperity Objective 2 - Enhance connectivity between urban centres in Hertfordshire.	LTP4 Theme: Prosperity Objective 3 - Improve accessibility between employers and their labour markets.	LTP4 Theme: Prosperity Objective 4 - Enhance journey reliability and network resilience across Hertfordshire.	LTP4 Theme: People Objective 5 - Enhance the quality and vitality of town centres.	LTP4 Theme: People Objective 6 - Preserve the character and quality of the Hertfordshire environment.	LTP4 Theme: People Objective 7 - Reduce carbon emissions.	LTP4 Theme: Place Objective 8 - Make journeys and their impact safer and healthier.	LTP4 Theme: Place Objective 9 - Improve access and enable participation in everyday life through transport.	LTP4 Total	Feasibility: Fundability	Feasibility: Relationship	Feasibility: Deliverability	Rating	Ranking
PK1	Walking and Cycling Network Improvement	IC22	Dane Street walking and cycling route	PR151	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1	Walking and Cycling Network Improvement	IC22	Millennium bridge access	PR152	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1	Walking and Cycling Network Improvement	IC22	Station Road walking and cycling permeability	PR153	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1	Wayfinding/ Signage	IC23	Implementation of green routes	PR155	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK1	Walking and Cycling Network Improvement	IC22	Improved pedestrian access to station	PR156	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1	Policy - Marketing	IC12	Promote available sustainable options in the town centre	PR157	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK1	Wayfinding/ Signage	IC23	Town Centre way finding	SM3	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK1	Walking and Cycling Network Improvement	IC22	Improved walking and cycling connection from towpath to station/town centre	SM154	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK1	Policy - Sustainable transport upgrade/ plan	IC15	Improved sustainable transport provision in the town centre	SM158	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158

PK2	Walking and Cycling Network Improvement	IC22	Bishop's Park/Dane Park-Windhill cycle route	PR65	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK2	Wayfinding/ Signage	IC23	Wayfinding - northeast of Bishop's Stortford	PR122	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK2	Junction Improvements - walking and cycling/ new bridge	IC9	Footway/ crossing enhancement in the vicinity of Windhill-Bells Hill junction	PR14	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK2	Walking and Cycling Network Improvement	IC22	Walking and cycling provision at the Hockerill junction	SM120	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK3	Walking and Cycling Network Improvement	IC22	Dane Street improvement	SM8	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK3	Junction Improvement - Highway	IC7	A1060 Hallingbury Road-B1383 London Road-Crescent Road junction improvement	SM12	0	1	1	1	0	0	-1	0	0	2	0	0	0	2	297
PK3	Multi-modal interchange improvement	IC10	Station interchange improvement	SM114	1	1	1	1	0	0	1	1	1	7	1	1	0	9	26
PK3	Walking and Cycling Network Improvement	IC22	Walking and cycling route via Anchor Street	SM115	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK4	Walking and Cycling Network Improvement	IC22	Improved walking and cycling provision along Thorley Bus Lane, Villiers-Sur-Marne Avenue, Piggotts Way and Elizabeth Road	PR51	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26

PK4	Walking and Cycling Network Improvement	IC22	Whittington Way and Friedberg Avenue walking and cycling provision	SM90	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Northern Gateway (North)	PR32	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Northern Gateway (South)	PR33	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Cannons Mill Lane to Grange Paddocks	PR34	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - The Causeway (Town Centre) to Station Road	PR36	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Station Road to London Road	PR37	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade – Southern Gateway	PR38	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK5	Cycle Parking	IC2	Micromobility charging points at Grange	PR302	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2

			Paddocks Leisure Centre																
PK6	Cycle Parking	IC2	Station cycle parking	PR19	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK6	Walking and Cycling Network Improvement	IC22	Beldams-Thorn Grove Cycle Link	PR39	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK6	Travel demand management - Speed limit review and improve active travel	IC21	Warwick Road-Pine Grove-Avenue Road-Crescent Road-Gilbey Avenue-Pine Grove- Thorn Grove 20mph speed limit	PR40	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK6	Junction Improvements - walking and cycling/ new bridge	IC9	A1060 London Road – station crossing improvement	PR42	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK6	Junction Improvements - Highway, walking and cycling	IC8	A1060 London Road – new signal-controlled crossing north of Grange Road	PR54	0	1	1	1	0	0	1	1	1	6	1	0	0	7	129
PK6	Cycle Parking	IC2	Micromobility charging points at Manston Drive shopping parade	PR303	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK6	Cycle Parking	IC2	Micromobility charging points at Herts and Essex Community Hospital	PR304	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK6	Junction Improvements - walking and cycling/ new bridge	IC9	East of Manor Links sustainable transport provision	SM96	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK7	Cycle Parking	IC2	Bishop's Stortford-Stansted	PR128	1	0	1	1	1	1	1	1	1	8	1	1	1	11	1

			micromobility parking and charging facilities															
PK7	Wayfinding/ Signage	IC23	Bishop's Stortford-Stansted wayfinding	PR130	1	0	1	0	0	0	1	1	1	5	1	1	0	7	129
PK7	Junction Improvements - walking and cycling/ new bridge	IC9	Bishop's Stortford-Stansted walking and cycling junction improvements	SM129	1	0	1	1	1	1	1	1	1	8	1	1	0	10	2
PK8	Travel demand management - Speed limit review and improve active travel	IC21	Parsonage Area 20mph zone	PR31	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK8	Policy - Marketing	IC12	Promote available sustainable travel options in the east of Bishop's Stortford	PR138	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK8	Policy - Marketing	IC12	Promote available sustainable travel options in the northeast of Bishop's Stortford	PR139	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK8	Public transport - Real Time Information	IC20	Real time information at bus stops in the northeast of Bishop's Stortford	PR145	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK8	Cycle Parking	IC2	NE Bishop's Stortford micromobility parking and charging facilities	PR146	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2

PK8	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the east of Bishop's Stortford	PR142	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK8	Public transport - Real Time Information	IC20	Real time information at bus stops in the east of Bishop's Stortford	PR144	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK8	Junction Improvements - walking and cycling/ new bridge	IC9	Stansted Road and Parsonage Lane junction improvements	SM136	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK8	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements on Stansted Road	SM137	0	0	1	1	0	0	0	1	1	4	0	1	0	5	216
PK8	Public transport – Bus Service Improvement	IC18	Enhanced bus services in the east of Bishop's Stortford	SM143	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK8	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points in the east of Bishop's Stortford	SM147	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK8	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points in the northeast of Bishop's Stortford	SM148	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK8	Policy Parking management	IC14	Parking management - northeast of Bishop's Stortford	SM149	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK8	Public transport – Bus Service Improvement	IC18	Enhanced bus services in the northeast of Bishop's Stortford	SM150	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216

PK9	Walking and Cycling Network Improvement	IC22	Footway/ crossing enhancement – Apton Road-Scott Road junction	PR15	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK9	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford town centre	SM117	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK10	Walking and Cycling Network Improvement	IC22	Cricketfield Lane – school parking	PR28	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK10	Junction Improvements - walking and cycling/ new bridge	IC9	A1250 – Dane Park – Cricketfield Lane pedestrian crossing improvement	PR29	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK10	Walking and Cycling Network Improvement	IC22	Hadham Road pedestrian crossing improvement	PR98	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK10	Walking and Cycling Network Improvement	IC22	Hadham Road cycle safety	PR99	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK11	Policy Parking management	IC14	Extend yellow line parking restrictions on Friedberg Ave	PR64	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK11	Walking and Cycling Network Improvement	IC22	Improved footway/cycle way route between Thresher Close and Manor Fields School	PR26	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK11	Walking and Cycling Network Improvement	IC22	Informal crossing on speed table between Friedberg Avenue and Manor Fields	PR27	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26

			school entrance																
PK11	Walking and Cycling Network Improvement	IC22	Pedestrian crossing improvement in the southwest of Bishop's Stortford	SM101	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK11	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - southwest of Bishop's Stortford	SM102	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK12	Walking and Cycling Network Improvement	IC22	B1004 Great Hadham Road-St Joseph's Primary school crossing improvement	PR52	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK12	Walking and Cycling Network Improvement	IC22	Walking to St Josephs– footway improvement south of B1004	PR69	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK12	Policy - Marketing	IC12	Promote available sustainable travel options in the west of Bishop's Stortford	PR161	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK12	Walking and Cycling Network Improvement	IC22	Windhill walking and cycling provision	SM159	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK13	Travel demand management - Speed limit review and improve active travel	IC21	Bishop's Park – 20mph Limit	PR21	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK13	Travel demand management - Speed limit review	IC21	Voluntary one-way system	PR22	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216

	and improve active travel		for school drop off															
PK13	Walking and Cycling Network Improvement	IC22	Oriole Way-Northern Parkland cycle and pedestrian route improvement	PR23	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK13	Travel demand management - Speed limit review and improve active travel	IC21	Oriole Way estate 20mph speed limit	PR24	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK13	Walking and Cycling Network Improvement	IC22	Oriole Way cycle route (west) – B1004-Tesco	PR25	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK13	Public Transport - Bus Stop Upgrades	IC17	Real time information at bus stops in the west of Bishop's Stortford	PR82	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK13	Public Transport - Bus Stop Upgrades	IC17	Improved bus stop facilities - west of Bishop's Stortford	PR86	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK13	Public transport - Real Time Information	IC20	Improved bus stop facilities - northwest of Bishop's Stortford	PR87	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK13	Policy - Sustainable transport upgrade/ plan	IC15	Hadham Road - Cricketfield Lane corridor sustainable travel measures	SM79	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK13	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - west of Bishop's Stortford	SM85	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK14	Policy - Marketing	IC12	Promote available sustainable	PR178	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87

			travel options in the north of Bishop's Stortford																
PK14	Cycle Parking	IC2	North Bishop's Stortford micromobility parking and charging facilities	PR181	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK14	Wayfinding/ Signage	IC23	Wayfinding - north of Bishop's Stortford	PR183	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK14	Public transport - Real Time Information	IC20	Real time information at bus stops in north of Bishop's Stortford	PR180	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK14	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the north of Bishop's Stortford	PR182	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK14	Junction Improvements - walking and cycling/ new bridge	IC9	B1004 Rye Street pedestrian improvements	SM175	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK14	Public transport – Bus Service Improvement	IC18	Improved bus journey times along B1004 Rye Street	SM177	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK15	Public transport - Real Time Information	IC20	Car Park Variable Message Sign (VMS) A1184 Gateway	PR3	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK15	Public transport - Real Time Information	IC20	Car Park Variable Message Sign (VMS) B1383 London Rd approach to Town Centre	PR11	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK15	Policy - Marketing	IC12	Promote available sustainable	PR110	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87

				travel options in the south of Bishop's Stortford															
PK15	Walking and Cycling Network Improvement	IC22	B1383 London Road cycle route	SM11	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK15	Junction Improvement – bus	IC6	London Road bus priority	SM103	0	1	1	1	0	0	1	0	0	4	0	0	0	4	249
PK15	Junction Improvements - Highway, walking and cycling	IC8	Bishop's Stortford South access arrangements and junction upgrades	SM104	0	1	1	1	0	0	1	1	1	6	1	1	1	9	26
PK15	Policy - Sustainable transport upgrade/ plan	IC15	Bishop's Stortford South sustainable transport measures	SM105	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK15	Policy - Sustainable transport upgrade/ plan	IC15	Bishop's Stortford High School - sustainable transport measures	SM106	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK15	Junction Improvement - Highway	IC7	London Road/Thorley Hill/Twyford Business Centre junction improvements	SM107	1	1	1	1	0	0	-1	0	0	3	1	1	1	6	158
PK15	Junction Improvements - walking and cycling/ new bridge	IC9	Walking and cycling junction improvements - south of Bishop's Stortford	SM108	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK16	Public transport – Bus Service Improvement	IC18	Stortford Fields-Tesco-Bishop's Park bus connection	PR47	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216

PK16	Public transport – Bus Service Improvement	IC18	Enhanced Bus Services - western suburbs of Bishop's Stortford	PR53	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK16	Public transport – Bus Service Improvement	IC18	A1250 bus connectivity to town centre	SM71	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK16	Policy Ticketing	IC13	Improve public transport ticketing experience	SM72	0	1	1	1	0	1	1	1	1	7	-1	1	0	7	129
PK17	Public transport – Bus Service Improvement	IC18	Thorley Bus Lane camera enforcement	PR300	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK17	Walking and Cycling Network Improvement	IC22	Improved footway links to Thorley Sainsbury's bus stop interchange (off Friedberg Ave).	PR43	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK17	Public Transport - Bus Stop Upgrades	IC17	Improved bus stop waiting facilities at Thorley Sainsbury's (Friedberg Ave)	PR44	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK17	Public Transport - Bus Stop Upgrades	IC17	Improved access to bus stops in the south and south-west of Bishop's Stortford	SM73	0	0	1	1	0	0	0	1	1	4	0	1	0	5	216
PK17	Public transport – Bus Service Improvement	IC18	Improved bus journey times along Villers-Sur-Marne Avenue	SM74	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK18	Walking and Cycling Network Improvement	IC22	Newtown Road one-way between Portland Road and South Street	PR62	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26

PK18	Junction Improvement – bus	IC6	Town centre bus priority	PR123	0	1	1	1	0	0	1	0	0	4	0	0	0	4	249
PK18	Public transport - Real Time Information	IC20	Real time information at bus stops in the town centre	PR124	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK18	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements in the town centre	PR125	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK18	Walking and Cycling Network Improvement	IC22	North-East Town Centre one-way system	SM16	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK19	Junction Improvement - Highway	IC7	Adderley Road lane allocation improvement	PR16	0	1	1	1	0	0	-1	0	0	2	0	0	0	2	297
PK19	Junction Improvement - Highway	IC7	Hockerill Junction improvement	SM6	0	1	1	1	0	0	0	0	0	3	0	1	0	4	249
PK19	Highways Improvement	IC5	Alleviate congestion on the A1250	SM131	0	1	1	1	1	0	-1	0	1	4	0	0	0	4	249
PK19	Highways Improvement	IC5	Alleviate congestion on Windhill	SM132	0	0	1	1	0	0	-1	0	1	2	0	0	0	2	297
PK19	Junction Improvement - Highway	IC7	Bells Hill/Hadham Road junction improvement	SM133	1	1	1	1	0	0	-1	0	0	3	0	0	0	3	274
PK19	Highways Improvement	IC5	Alleviate congestion on routes into Bishop's Stortford	SM134	0	0	1	1	1	0	-1	0	1	3	0	0	0	3	274
PK20	Travel demand management - Speed limit review and improve active travel	IC21	B1004 Northgate End and A120 Link Road and Hadham Road 20mph zone	PR48	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK20	Walking and Cycling Network Improvement	IC22	B1004 Northgate End- A1250 Link Road off road shared	PR49	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26

PK	Intervention	IC	Description	Code															
			use cycleway/ footway																
PK20	Car Park - Real Time Information	IC1	VMS Signs – Parking Accessibility	SM70	0	0	1	1	0	0	1	0	0	3	0	0	0	3	274
PK20	Policy Electric Vehicle Charging Points	IC11	Micromobility Parking and Charging Facilities and Electric vehicle charging points	SM164	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK21	Public transport – Bus Service Improvement	IC18	Bishop's Stortford-Harlow bus provision and priority	SM300	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK21	Junction Improvements - walking and cycling/ new bridge	IC9	A1184 pedestrian improvements	SM301	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK21	Travel demand management - Speed limit review and improve active travel	IC21	High Wych Lane through-traffic mitigation	SM302	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK21	Walking and Cycling Network Improvement	IC22	Redricks Lane through-traffic mitigation	SM303	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK22	Junction Improvement – bus	IC6	Bus priority - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	PR189	1	1	1	1	0	0	1	0	0	5	0	0	0	5	216
PK22	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR192	1	1	1	1	0	1	1	1	1	8	-1	1	1	9	26

PK22	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR196	1	1	1	1	0	0	0	1	1	6	0	1	1	8	87
PK22	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Stansted Airport / Great Dunmow / Braintree	PR197	1	1	1	0	0	0	0	0	1	4	0	1	1	6	158
PK22	Public transport – Bus Service Improvement	IC18	Bishop's Stortford-Great Dunmow bus provision	SM186	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK22	Public transport – Bus Service Improvement	IC18	Bishop's Stortford-Braintree bus provision	SM187	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK22	Multi-modal interchange improvement	IC10	Interchange improvements - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM190	1	1	1	1	0	0	1	1	1	7	-1	1	0	7	129
PK22	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM191	1	1	1	1	0	1	1	0	0	6	1	1	0	8	87
PK22	Policy Ticketing	IC13	Improve ticketing experience -	SM193	1	1	1	1	0	1	1	1	1	8	-1	1	0	8	87

			Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree															
PK22	Policy Parking management	IC14	Parking management - Bishop's Stortford to Stansted Airport / Great Dunmow / Braintree	SM194	1	0	0	1	0	0	1	0	0	3	-1	1	0	3	274
PK23	Cycle Parking	IC2	Cycle parking - Bishop's Stortford to Stansted Mountfitchet / Elsenham	PR200	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK23	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR204	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK23	Wayfinding/ Signage	IC23	Wayfinding - Bishop's Stortford to Stansted Mountfitchet / Elsenham	PR209	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK23	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR208	0	1	1	1	0	0	0	1	1	5	0	1	1	7	129

PK23	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Stansted Mountfitchet / Elsenham / Saffron Walden	PR210	0	1	1	0	0	0	0	0	1	3	0	1	1	5	216
PK23	Walking and Cycling Network Improvement	IC22	Improved cycling provision between Bishop's Stortford and Stansted Mountfitchet	SM198	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK23	Public transport – Bus Service Improvement	IC18	Improved bus provision between Bishop's Stortford, Stansted Mountfitchet and Elsenham	SM199	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK23	Junction Improvements - walking and cycling/ new bridge	IC9	Walking and cycling junction improvements - Bishop's Stortford to Stansted Mountfitchet / Elsenham	SM201	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK23	Multi-modal interchange improvement	IC10	Interchange improvements - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	SM202	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK23	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points -	SM203	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129

			Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden																
PK23	Policy Parking management	IC14	Parking management - Bishop's Stortford to Stansted Mountfitchet / Elsenham / Saffron Walden	SM206	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK24	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Cambridge	PR213	1	1	1	1	0	1	1	1	1	8	-1	1	1	9	26
PK24	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Cambridge	PR217	1	1	1	0	0	0	0	0	1	4	0	1	1	6	158
PK24	Multi-modal interchange improvement	IC10	Interchange improvements Bishop's Stortford-Cambridge	SM211	1	1	1	1	0	0	1	1	1	7	-1	1	0	7	129
PK24	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Bishop's Stortford to Cambridge	SM212	1	1	1	1	0	1	1	0	0	6	1	1	0	8	87
PK24	Policy Ticketing	IC13	Improve ticketing experience between Bishop's	SM214	1	1	1	1	0	1	1	1	1	8	-1	1	0	8	87

			Stortford and Cambridge																
PK24	Policy Parking management	IC14	Parking management - Bishop's Stortford to Cambridge	SM215	1	0	0	1	0	0	1	0	0	3	-1	1	0	3	274
PK25	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford and Hertford / Ware	PR225	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK25	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford and Hertford / Ware	PR229	0	1	1	1	0	0	0	1	1	5	0	1	1	7	129
PK25	Public transport - Real Time Information	IC20	Real time information at bus stops between Bishop's Stortford and Hertford / Ware	PR230	0	1	1	0	0	0	0	0	1	3	0	1	1	5	216
PK25	Walking and Cycling Network Improvement	IC22	Improved cycle provision between Bishop's Stortford and Ware	SM218	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK25	Public transport – Bus Service Improvement	IC18	Improved bus provision between Bishop's Stortford and Hertford / Ware	SM219	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK25	Policy - Sustainable transport upgrade/ plan	IC15	Mitigate rat running along B1004 and B180	SM220	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158

PK25	Multi-modal interchange improvement	IC10	Standon and Puckeridge traffic management	SM222	0	0	0	1	0	1	1	1	1	5	1	1	0	7	129
PK25	Policy Electric Vehicle Charging Points	IC11	Interchange improvements between Bishop's Stortford and Hertford / Ware	SM223	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK25	Policy - Marketing	IC12	Electric vehicle charging points between Bishop's Stortford and Hertford / Ware	SM224	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK25	Policy Ticketing	IC13	Improve ticketing experience between Bishop's Stortford and Hertford / Ware	SM226	0	1	1	1	0	1	1	1	1	7	-1	1	0	7	129
PK25	Policy Parking management	IC14	Parking management between Bishop's Stortford and Hertford / Ware	SM227	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK26	Walking and Cycling Network Improvement	IC22	West Road footway enhancements	PR231	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	A1184/West Road/Station Road junction improvements	PR232	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK26	Walking and Cycling Network Improvement	IC22	Pedestrian provision at A1184/Bell Street junction	PR234	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26

PK26	Walking and Cycling Network Improvement	IC22	Forebury cycling improvements	PR235	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	SAWB 2 walking provision	PR237	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	Pedestrian crossing improvements at West Road/Coney Green/Mande ville School junction	PR238	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK26	Walking and Cycling Network Improvement	IC22	Bell Street improvements	PR239	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK26	Walking and Cycling Network Improvement	IC22	Walking and cycling improvements between West Road and A1184	PR240	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK26	Walking and Cycling Network Improvement	IC22	River Stort towpath improvements	PR241	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK26	Cycle Parking	IC2	Sawbridgewor th cycle parking	PR242	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK26	Walking and Cycling Network Improvement	IC22	Sawbridgewor th wayfinding	PR243	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK26	Junction Improvements - walking and cycling/ new bridge	IC9	Pedestrian crossing improvements	SM236	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK27	Travel demand management - Speed limit review and improve active travel	IC21	Bell Street 20mph speed limit	PR247	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK27	Travel demand management - Speed limit review and improve active travel	IC21	30mph speed limit extension	SM244	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216

PK27	Travel demand management - Speed limit review and improve active travel	IC21	20mph speed limit in town centre	SM245	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK27	Travel demand management - Speed limit review and improve active travel	IC21	40mph speed limit extension	SM246	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK27	Policy - Sustainable transport upgrade/ plan	IC15	Improved air quality	SM248	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK27	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points - Sawbridgewor th	SM250	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK27	Policy Parking management	IC14	Parking management - Sawbridgewor th	SM251	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK28	Junction Improvements - walking and cycling/ new bridge	IC9	Crossing improvements at Station Road/Bullfield s/Knight Street junction	PR253	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK28	Policy - Sustainable transport upgrade/ plan	IC15	Sustainable travel access to station	PR254	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK28	Walking and Cycling Network Improvement	IC22	Pedestrian crossing improvements at the station	PR256	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK28	Public transport – Bus Service Improvement	IC18	Improved bus service provision and journey times to Sawbridgewor th station	SM257	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK28	Policy Ticketing	IC13	Improve ticketing experience in	SM258	0	1	1	1	0	1	1	1	1	7	-1	1	0	7	129

			Sawbridgewor th															
PK29	Walking and Cycling Network Improvement	IC22	Walking and cycling routes to the Mandeville and Leventhorpe Schools	PR259	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK29	Junction Improvements - walking and cycling/ new bridge	IC9	Improved pedestrian crossings outside Leventhorpe School	PR260	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK30	Walking and Cycling Network Improvement	IC22	Linking existing shared use routes on the A1184	PR263	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK30	Walking and Cycling Network Improvement	IC22	Northfield House walking and cycling improvements	PR264	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK30	Public Transport - Bus Stop Upgrades	IC17	Cambridge Road bus stop improvements	PR265	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK30	Public transport – Bus Service Improvement	IC18	Cambridge Road bus service improvements	SM268	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK31	Walking and Cycling Network Improvement	IC22	London Road cycling improvements	PR271	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK31	Public Transport - Bus Stop Upgrades	IC17	London Road bus stop improvements	PR273	0	0	1	1	0	0	0	1	1	4	0	1	1	6	158
PK31	Walking and Cycling Network Improvement	IC22	London Road pedestrian crossing improvements	SM272	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK31	Public transport – Bus Service Improvement	IC18	London Road bus service improvements	SM274	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK32	Junction Improvement - Highway	IC7	Widening of River Stort Central crossing	SM275	1	1	1	1	0	0	-1	0	0	3	1	1	1	6	158

PK32	Junction Improvement - Highway	IC7	New River Stort crossing	SM276	1	1	1	1	0	0	-1	0	1	4	1	1	-1	5	216
PK32	Junction Improvement - Highway	IC7	M11 Junction 7 upgrade	SM291	1	1	1	1	0	0	-1	0	0	3	1	1	1	6	158
PK32	Highways Improvement	IC5	Edinburgh Way/Retail Park junction improvement	SM304	0	1	1	1	1	0	-1	0	1	4	0	0	0	4	249
PK32	Highways Improvement	IC5	Gilston development access arrangements	SM312	0	1	1	1	1	0	-1	0	1	4	0	0	0	4	249
PK33	Junction Improvement - Highway	IC7	Edinburgh Way/Howard Way junction improvement	PR277	0	1	1	1	0	0	-1	0	1	3	1	0	0	4	249
PK33	Cycle Parking	IC2	Cycle parking at key destinations in Harlow	PR283	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK33	Public Transport - Bus Stop Upgrades	IC17	Bus stop improvements between Bishop's Stortford, Sawbridgeworth and Harlow	PR289	0	1	1	1	0	0	0	1	1	5	0	1	1	7	129
PK33	Policy - Sustainable transport upgrade/ plan	IC15	North-south and east- west sustainable travel corridors	SM279	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158
PK33	Public transport – Bus Service Improvement	IC18	Harlow Enterprise Zone rail accessibility	SM282	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK33	Policy Ticketing	IC13	Improve ticketing experience between Bishop's Stortford, Sawbridgeworth and Harlow	SM286	0	1	1	1	0	1	1	1	1	7	-1	1	0	7	129
PK33	Policy Parking management	IC14	Parking management between	SM287	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297

			Bishop's Stortford, Sawbridgeworth and Harlow																
PK33	Policy Parking management	IC14	Workplace parking levy	SM313	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK33	Policy Parking management	IC14	Park and Ride	SM305	0	0	0	1	0	0	1	0	0	2	-1	1	0	2	297
PK33	Multi-modal interchange improvement	IC10	Harlow station access and connections	SM306	0	1	1	1	0	0	1	1	1	6	1	1	0	8	87
PK2 / PK6	Wayfinding/ Signage	IC23	Wayfinding - east of Bishop's Stortford	PR97	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK2 / PK4 / PK9 / PK11	Wayfinding/ Signage	IC23	Wayfinding - southwest of Bishop's Stortford	PR92	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK4 / PK11	Cycle Parking	IC2	Micromobility Parking and Charging Facilities in southwest Bishop's Stortford	PR91	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK10 / PK13	Wayfinding/ Signage	IC23	Wayfinding - north-west of Bishop's Stortford	PR89	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK2 / PK12 / PK13	Wayfinding/ Signage	IC23	Wayfinding - west of Bishop's Stortford	PR88	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK10 / PK13	Cycle Parking	IC2	Micromobility Parking and Charging Facilities in northwest Bishop's Stortford	PR84	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK10 / PK13	Public transport - Real Time Information	IC20	Real time information at bus stops on Rye Street	PR83	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK10 / PK13	Policy - Marketing	IC12	Promote available sustainable travel options	PR80	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87

PK11 / PK15 / PK17	Public transport - Real Time Information	IC20	Real time information at bus stops in the south and south-west of Bishop's Stortford	PR77	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK9 / PK11 / PK17	Policy - Marketing	IC12	Promote available sustainable travel options in the southwest of Bishop's Stortford	PR76	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK1 / PK2	Walking and Cycling Network Improvement	IC22	South Street micromobility parking and charging facilities	PR67	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1 / PK2	Cycle Parking	IC2	Windhill micromobility parking and charging facilities	PR66	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK1 / PK2 / PK9	Cycle Parking	IC2	Apton Road micromobility parking and charging facilities	PR63	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK1 / PK2	Walking and Cycling Network Improvement	IC22	North Street Streetscape enhancement	PR61	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK2 / PK5	Walking and Cycling Network Improvement	IC22	Towpath to Link Road cycleway	PR60	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK4 / PK9	Travel demand management - Speed limit review and improve active travel	IC21	Havers 20mph zone	PR56	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK1 / PK2	Junction Improvements - walking and	IC9	Footway/ crossing enhancement –Windhill /	PR55	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2

	cycling/ new bridge		High Street adjacent to St. Michael's Church																
PK15 / PK16	Junction Improvement – bus	IC6	Bus-actuated signals on B1383 junctions and/or bus priority	PR50	0	1	1	1	0	0	1	0	0	4	0	0	0	4	249
PK4 / PK11	Travel demand management - Speed limit review and improve active travel	IC21	Thorley Area 20mph speed limit	PR46	0	0	0	1	0	1	0	1	1	4	0	1	0	5	216
PK15 / PK16	Public transport – Bus Service Improvement	IC18	St James Park (Bishop's Stortford South) bus connectivity	PR45	0	1	1	1	0	1	1	0	1	6	-1	1	0	6	158
PK2 / PK6 / PK7	Walking and Cycling Network Improvement	IC22	Warwick Road cycle route	PR41	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK2 / PK5 / PK8	Walking and Cycling Network Improvement	IC22	River Stort Towpath upgrade - Grange Paddocks to The Causeway (Town Centre)	PR35	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1 / PK3 / PK4 / PK5 / PK6	Cycle Parking	IC2	Micromobility charging points at the railway station	PR301	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK2 / PK7 / PK8	Walking and Cycling Network Improvement	IC22	Parsonage Lane cycle route	PR30	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK21 / PK33	Policy - Marketing	IC12	Promote available sustainable travel options between Bishop's Stortford, Sawbridgewor th and Harlow	PR285	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87

PK21 / PK31	Junction Improvements - walking and cycling/ new bridge	IC9	A1184/High Wych Road junction improvement	PR270	0	0	1	1	1	1	1	1	1	7	1	1	0	9	26
PK30 / PK31	Public transport - Real Time Information	IC20	Real time information at bus stops in Sawbridgeworth	PR269	0	0	1	0	0	0	0	0	1	2	0	1	1	4	249
PK30 / PK31	Policy - Marketing	IC12	Promote available sustainable travel options in Sawbridgeworth	PR267	0	1	1	1	0	1	1	1	1	7	-1	1	1	8	87
PK30 / PK31	Walking and Cycling Network Improvement	IC22	Cambridge Road cycling improvements	PR261	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK4 / PK9	Walking and Cycling Network Improvement	IC22	Havers-Station cycle route	PR20	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1 / PK2	Cycle Parking	IC2	Jackson Square micromobility parking and charging facilities	PR18	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK1 / PK2	Walking and Cycling Network Improvement	IC22	Bridge Street (east) improvement	PR17	0	0	1	1	0	1	1	1	1	6	1	1	1	9	26
PK1 / PK2	Cycle Parking	IC2	Micromobility Parking and Charging Facilities on Link Road	PR119	0	0	1	1	1	1	1	1	1	7	1	1	1	10	2
PK2 / PK15	Wayfinding/ Signage	IC23	Wayfinding - south of Bishop's Stortford	PR113	0	0	1	0	0	0	1	1	1	4	1	1	0	6	158
PK3 / PK6	Walking and Cycling Network Improvement	IC22	Station Road improvement (east of railway)	SM7	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK1 / PK3 / PK5 / PK6	Walking and Cycling Network Improvement	IC22	Station Road improvement (west of railway)	SM5	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87

PK1 / PK3	Multi-modal interchange improvement	IC10	Bus Interchange and station forecourt enhancement	SM4	0	1	1	1	0	0	1	1	1	6	1	1	0	8	87
PK21 / PK33	Policy Electric Vehicle Charging Points	IC11	Electric vehicle charging points between Bishop's Stortford, Sawbridgeworth and Harlow	SM284	0	1	1	1	0	1	1	0	0	5	1	1	0	7	129
PK2 / PK4 / PK6 / PK9 / PK15 / PK21 / PK31 / PK33	Walking and Cycling Network Improvement	IC22	Stansted to Rye House strategic cycle route	SM280	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK1 / PK18	Walking and Cycling Network Improvement	IC22	South Street and Potter Street car and motorcycles prohibited (except for access, buses and taxis)	SM17	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK12 / PK16	Public transport – Bus Service Improvement	IC18	Enhance bus service provision to schools	SM160	0	0	1	1	0	1	1	0	1	5	-1	1	0	5	216
PK2 / PK6 / PK7 / PK8	Walking and Cycling Network Improvement	IC22	A1250 Dunmow Road cycle route	SM15	0	0	1	1	0	1	1	1	1	6	1	1	0	8	87
PK15 / PK16	Junction Improvement – bus	IC6	Whittington Way Bus Priority and Bishop's Stortford South northern access	SM14	0	1	1	1	0	0	1	0	0	4	0	0	0	4	249
PK12 / PK16	Public transport – Bus Service Improvement	IC18	Bus Service 308 route amendment	SM13	0	1	1	1	0	0	1	1	1	6	-1	1	0	6	158