



# Hertfordshire Climate Change and Sustainability Partnership

## **Strategic Action Plan For Transport**

October 2021

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## 1. Introduction

1.1 The decarbonisation of transport is key to achieving climate and carbon reduction goals. To this end the Hertfordshire Climate Change and Sustainability Partnership has previously agreed a range of objectives that it wishes to see progressed in order to assist with achieving significantly lower carbon emissions from transport. These emissions arise both directly from individual partners' own organisations as well as the wider emissions arising from transport use across Hertfordshire.

1.2 It is proposed that to obtain the desired outcomes of the Partnership we need to achieve an accelerated shift in decarbonisation of transport across the County and work to encourage initiatives that reduce the need to travel i.e. "zero" travel. Similar to the well-known "reduce, reuse, recycle" waste slogan, the promotion of the concept of "avoid the need to travel, active travel, public transport, more sustainable personal travel" in that order, is key to reducing carbon emissions, and reducing congestion. The action plan presented below accepts that some transport will always be necessary and essential. It therefore predominantly focuses on reducing carbon emissions and a shift to active travel. However, the concept of facilitating zero travel is embedded within many of the actions especially those relating to development planning, travel planning and business travel.

1.3 Significant co-benefits that can be obtained from more sustainable travel. Thus, in addition to reduced carbon emissions, the promotion and take up of active travel can achieve additional health and well-being benefits in terms of physical fitness and improved air quality. This links to Governments stated ambition of 50% of journeys in towns and cities to be by active travel modes by 2030. Further, one important objective should be to seek to a stabilisation or ideally reduction in individual personal private transport movements, in order to reduce congestion and resultant polluting emissions.

1.4 It is recognised that much of the work surrounding this topic is undertaken by the County Council. Hertfordshire County Council has a very strong track record of leading on and achieving innovation in transport policy and action. The action plan does not seek to be fully comprehensive nor repeat and reiterate policy and action already detailed in existing Hertfordshire wide transport policies such as LTP4. Instead, it aims to encourage additional joint working between the various partners and to reflect on possible gaps in activity to achieve accelerated coordinated action where possible.

1.5 Much of the work in this area will by necessity be led through the County Council along with individual districts in conjunction with specific service providers. However, as with much related to carbon reduction some of the real action can only be achieved at an individual consumer level. It is for this reason that behaviour change campaigns will need to play a very significant role across Hertfordshire particularly in relation to promoting active travel and zero travel, with Partnership members acting as facilitators.

1.6 For reference the objectives considered (and previously agreed by HCCSP) during the preparation of this action plan are set out in the box below:

- a) Deliver net zero carbon emissions for local authority transport operations by 2030
- b) Work towards zero carbon emissions for Hertfordshire's transport network by 2050
- c) Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision
- d) Only support new developments where they will have full sustainable transport access
- e) Systematically pursue opportunities for active travel in everything we do
- f) Look to reduce air pollution arising from local transport sources
- g) Promote a shift to active travel and public transport through behaviour change campaigns and infrastructure improvements
- h) Facilitate a move to BEV for taxis across the county
- i) Facilitate appropriate EV charging networks across Hertfordshire
- j) Maintain an open mind and investigate the potential for new technologies as they arise

## **2. Transport Decarbonisation Plan**

2.1 The Department for Transport's plan for decarbonising transport was published in July this year. This long-awaited document covers all modes of transport including shipping and aviation. In addition, it encompasses the themes of freight and logistics, fuels efficiency, and future research. The key messages set out in the document are that the plan should not adversely affect quality of life and that a shift away from the private car is required.

2.2 The Plan confirms the ban on the sale of new petrol and diesel cars by 2030 (and hybrid models by 2035). It also identifies that future local authority transport funding will be linked to how well local transport plans demonstrate they can reduce carbon emissions.

2.3 It is clear that all local authorities will need to be more active in promoting and enabling a shift away from use of the private car and towards sustainable transport.

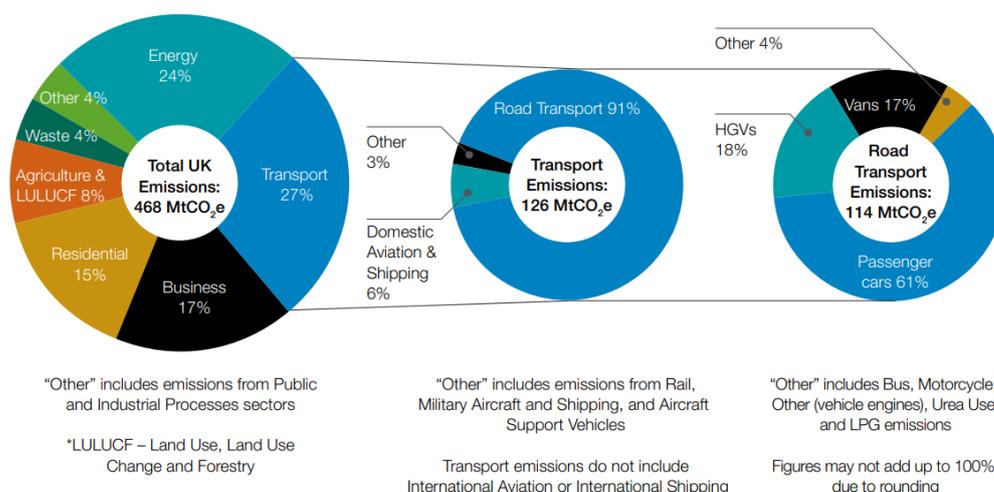
Further analysis on the implications of the Plan is being undertaken by the County Council. However, further guidance from the DfT is awaited.

### 3. The current position

3.1 Figure 1 below shows the current greenhouse gas emissions in the United Kingdom, expressed in millions of tonnes of carbon dioxide equivalent. Whilst these greenhouse gases include other emissions such as methane, the vast majority of transport GHG emissions (98.9%) are carbon dioxide.

Figure 1 Greenhouse Gas Emissions

Figure 3 Road transport emissions as a share of UK greenhouse gas emissions from transport<sup>10</sup>



Source: BEIS (2018). Final UK greenhouse gas emissions national statistics: 1990-2016

The figures show that 91% of emissions arise from road transport. A further 6% arise from aviation and domestic shipping, with rail accounting for approximately 3% nationally – these modes do not form part of this report.

The key to addressing transport GHG emissions is to address those arising from road transport, which are set out in sections 2.2 to 2.5 below. Within this category, the largest sources are, in descending size, passenger cars, HGVs, LGVs and other (which includes buses and motorcycles).

Whilst the figures are for the United Kingdom and will vary between specific district locations, the relative orders of magnitude are applicable to Hertfordshire as a whole.

### 3.2 Passenger cars and vans

Passenger cars account for 61% of road transport carbon emissions, and hence approximately 55% of all transport carbon emissions.

The current position is that EVs currently make up only 2.4% of the car fleet, with 0.3% being pure electric [at end of 2019 [DfT VEH0203]]. However of new car registrations some 10.7% were plug-in vehicles, with 6.6% pure EV (DfT 2020)

Vans account for 17% of road transport carbon emissions, and hence approximately 15 % of all transport carbon emissions.

The current position is that ULEV vans make up only 0.3% of the fleet (DfT Table VEH04030).

The Government’s Road to Zero plan (2018) set out a target for all cars and vans to be zero emission by 2050, preceded by ending the sale of conventional petrol and diesel cars by 2040. The Government’s subsequent “Ten Point Plan for a Green Industrial Revolution” (November 2020) has brought this end date forward, “to end the sale of new petrol and diesel cars and vans by 2030, with all vehicles being required to have a significant zero emissions capability (e.g. plug-in and full hybrids) from 2030 and be 100% zero emissions from 2035”.

Data on the age of cars which are currently registered is available from the Department for Transport statistics table VEH0211. Using this data, a broad calculation of the percentage of the car fleet which is not zero emission can be calculated, as shown in Figure 2 below.

Figure 2 Predicted residual car fleet which is not zero emission (assuming 2035 ban)

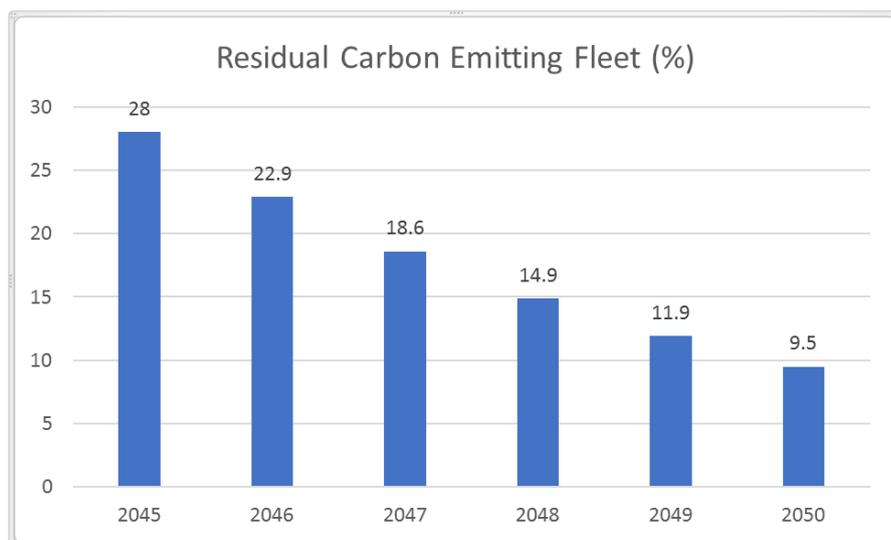


Figure 2 shows that the full ban on the sale of petrol and diesel cars in 2035 would mean that the only 9.5% of the car fleet would not be zero emission by 2050.

This, however, should be seen as a worst-case scenario. It ignores a number of factors, including:

- Sales of zero-emission vehicles in the period 2030 – 2035 when hybrids are still available;

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- Sales of zero-emission vehicles before 2030 (Sales of electric cars in the first quarter of 2020 represented 15.2% of all sales, with 3.8% being pure electric [DfT VEH0253]);
- The disincentive to continue using petrol / diesel vehicles as petrol stations start to close down due to falling demand.
- Disposal of vehicles and batteries at end of life.

Detailed age profiles of the current van fleet are not available, but the DfT Van Survey shows that 33% are more than 10 years old. This is slightly lower than the equivalent figure for cars (38%).

Thus for both cars and vans it can be assumed that the percentage of the fleet that will not be zero emission in 2050 will be close to zero, with this achieved principally through the Government policy ambition. However as discussed above, the role of HCCSP is likely to focus on facilitating and accelerating this shift, with a likely particular focus on *enabling* the provision of suitable infrastructure.

Assuming that the replacement zero emission private vehicles will be electric, there will be a very large increase in the demand for vehicle charging points. This has implications for finding locations for charging points, the operation of the highway network and the capability of the power supply. These issues are being considered in the EV Strategy which is being developed by the county council in conjunction with the district / borough councils. This document is currently in draft form and is currently being considered internally by HCC. Given this, agreed outcomes from that Strategy are not included in the transport action plan below. It is suggested but the Partnership may wish to reflect on the emerging EV strategy in more detail at a later date.

Alternatives to electric vehicles (e.g. hydrogen-powered cars/vans) may become available, but at present none appear to be a viable option for the general market. However, a watching brief should be maintained on emerging technologies / markets, as these may have implications for local authorities (e.g. the safeguarding of petrol station sites for conversion to hydrogen stations).

Additional activities need to be focussed on bringing forward delivering the target. These activities could include:

- General modal shift measures e.g. Sustainable Travel Towns, LCWIPs, countywide behaviour change campaigns
- Active promotion of electric vehicles

Local authorities could work with businesses to encourage the early adoption of zero emission vans. However, it should be noted that vans owned by businesses (which account for 58% of the fleet) tend to be newer – only 17% of business-owned vans are greater than 10 years old compared to the overall fleet average of 33% (DfT Van Statistics 2019 – 2020).

### **3.3 HGVs**

HGVs account for 18% of road transport carbon emissions, and hence approximately 15 % of all transport carbon emissions.

The current position is that 99.4% of all HGVs are diesel powered (DfT Table VEH0503).

There are currently no specific actions from Government on how the HGV fleet can be decarbonised. It is expected that measures will be announced in the Decarbonising Transport report which is expected to be published later in 2021. It is proposed that HCCSP revisit the issue of HGV further following publication of that document.

Local authorities have the ability to ensure that their own fleets of HGVs (e.g. refuse collection and highway maintenance vehicles) are zero emission, although suitable vehicles may not be available yet for all types of operation and significant implications regarding capacity at depots may arise. Capital cost of large EVs remain high and residual values less known compared with fossil fuel equivalents therefore it may be some time before economies of scale take effect to address this. Action on heavy fleet replacement may be better addressed in the mid-term to benefit from market and technology changes. However, consideration within the local planning process for future fuelling facility provision would be beneficial.

### **3.4 Buses**

Buses account for 3% of road transport carbon emissions. For English non-metropolitan areas, only 1% of the bus fleet is currently zero emission [DfT Table BUS0609].

The recent DfT bus strategy, Bus Back Better, sets out a desire to work towards a zero emission bus fleet, but does not set out a specific UK roadmap of how this will be achieved. A consultation on ending the sale of new diesel buses closed in March. It is suggested that HCCSP review options for a possible roadmap once the outcome of the consultation is known.

It is worth noting that the Intalink Enhanced Partnership Plan and Scheme (February 2020) does set out standards and aspirations for reducing emissions from the county bus fleet (Table 5 below). This is the first Enhanced Bus Quality Partnership in the country. However, to achieve substantial improvement in carbon emissions from the bus fleet this programme would need to be accelerated. Consideration could be given to the specification for contracted services to include the requirement for vehicles to be zero emission. To assist with this application could be made for any future rounds of the All-Electric Bus Town fund.

Table 5: Vehicle emissions targets by financial year

<b>% of fleet operated in Hertfordshire by vehicles of at least</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>
<i>Euro IV standard</i>	75	85	95	98	98
<i>Euro V standard</i>	30	40	50	60	70
<i>Euro VI standard or better</i>	10	20	30	40	50

### 3.5 Motorcycles/Scooters

Motorcycles account for 0.4% of road transport carbon emissions. Currently only 0.2% of motorcycles, scooters and mopeds are electric powered (DfT Table VEH0303). However, sales are increasing from 1,000 in 2017 to 2,800 in 2019. In addition there appears to be some movement towards the legalisation of small electric scooters as they are trialled more widely around the UK.

Given the very small percentage of carbon emissions arising from motorcycles means that proactive action, from a carbon point of view, is not required from HCCSP. However, any requirements for electric motorcycle/scooter charging should be recognised in the forthcoming EV Strategy.

**4. SMART actions and targets**

**1. Actions to be delivered by partners to make changes to their own assets, premises or services**

Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
Deliver net zero carbon emissions for local authority transport operations by 2030	Fleet Transformation audit and review to be completed by all HCCSP members, including trajectory mapping, in order to seek to deliver a carbon neutral fleet by 2030. Audit to include carbon reduction actions currently being undertaken or planned, along with sharing of learning experience.	Audit complete and reported to HSOG	All HCCSP partners	October 2022
Deliver net zero carbon emissions for local authority transport operations by 2030	Undertake review of fleet procurement arrangements to enable more joined up working on procurement of transport fleet, identifying potential economies of scale, to enable accelerated take up of low carbon vehicles across Hertfordshire authorities. Including working with third tier authorities where feasible.	Initial review undertaken and reported	All HCCSP partners	July 2023
Deliver net zero carbon emissions for LA transport operations by 2030	Review of fleet hub infrastructure, including draft an implementation plans for the provision and installation of EV (part 1)/Hydrogen (part 2) charging points to service fleets.	Plans in Place	All HCCSP partners	EV - 2024
Deliver net zero carbon emissions for local authority transport	Investigate options to deliver programme of greener driving techniques for staff fleet vehicle users.	Review options and plan initial programme	HSOG/HCC	October 2022

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
operations by 2030				
Deliver net zero carbon emissions for local authority transport operations by 2030	Investigate opportunity for move to electric and/ or alternatively fuelled waste services vehicles including opportunity for joint procurement and if appropriate identify timetable	Investigative report produced and feasibility plan in place and agreed	HSOG/Herts Waste Partnership	TBC
Deliver net zero carbon emissions for local authority transport operations by 2030	As part of individual local authority carbon emissions assessment baselines, report on carbon emissions arising from individual authorities' own fleets.	Data reported to HSOG	All HCCSP partners	March 2022– Quick Win
Deliver net zero carbon emissions for local authority transport operations by 2030	Establish HCCSP commitment for each member to state specific percentage reduction target for individual member fleet emissions to assist with trajectory to 2030, as action plans develop.	Report to HSOG	All HCCSP partners	March 2023
Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision.	Agree and adopt standardised approach to EV infrastructure installation across public sector new builds (e.g. schools and public housing); and seek similar for private sector.	Approach agreed and adopted	All HCCSP partners / Highways / Housing Associations	TBC
Embed sustainable transport policies in	Seek uniformity of approach and expectation of standards across active travel routes in	Approach agreed and	All partners / HSOG /	TBC

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
Local Plans and prioritise the needs of sustainable travel within every planning decision.	Hertfordshire.	adopted within Place and Movement Design Guide	Highways	
Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision.	Initiate and hold workshops for planning officers and Highways to assist with the further understanding of transport carbon reduction opportunities as they arise.	Workshops held on ongoing basis – aim for 2 in first 12 months	All HCCSP partners / LPAs / Highways	October 2022
Systematically pursue opportunities for active travel in everything we do	Support and assist where applicable the HCC Active Travel Strategy and deliver through embedding in general work streams.	Appropriate coordination in place and reported to HSOG	HSOG / Highways	TBA
Look to reduce air pollution arising from local transport sources	Develop “pocket ready” projects to submit to annual Defra air quality grant fund in order to ensure maximum funding opportunities are gained by Hertfordshire authorities.	Range of projects developed/in development. Number of applications made and success rate	HSOG / Districts / HCC	Ongoing. Potential for first application October 2021. Quick Win
Facilitate appropriate EV charging networks	HCC colleagues to advise on relevant actions from forthcoming Hertfordshire EV strategy to be	Report to HCCSP and	Highways/HSOG	July 2022

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
across Hertfordshire	included within this action plan once they are agreed.	HSOG		
Facilitate appropriate EV charging networks across Hertfordshire	Develop coordinated EV charging network to utilise local authority owned charging points and charging points owned by private companies that could potentially be made available out of hours	Coordinated approach developed and agreed	HSOG	October 2023
Work towards zero carbon emissions for Hertfordshire's transport network by 2050.	Local authorities to support the delivery of the forthcoming Hertfordshire EV Strategy	Support for EV strategy agreed.	All HCCSP partners; highways; HSOG	January 2022 Quick Win
Work towards zero carbon emissions for Hertfordshire's transport network by 2050.	Investigate options and opportunities for establishment of ultra-low emission zones to encourage active travel and low carbon transport in and around areas of air quality concern, ensuring minimal displacement of vehicle movements	Option report prepared to HSOG	Highways, All HCCSP partners/HCCAQ programme officer	March 2024
Work towards zero carbon emissions for Hertfordshire's transport network by 2050.	Report to Partnership on requirements and opportunities arising from DfT Decarbonising transport plan, as further government guidance is published	Report to HCCSP and incorporation within relevant transport action plans	HCC	ongoing
Embed sustainable	Local planning authorities to review how their	Agree approach	All HCCSP	TBC

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision.	policies compare to the criteria set out in the Sustainable Travel Town programme.	in place and reported to HCCSP	partners / Highways / LPAs	
Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision.	Work with Herts Planning Group to develop fully embedded range of standardised low carbon transport planning policies.	Approach agreed and embedded	All HCCSP partners / LPAs / Highways	TBC
Embed sustainable transport policies in Local Plans and prioritise the needs of sustainable travel within every planning decision.	Work to ensure local plans reflect the need to achieve sustainable development that enables a reduction in the overall need for transport movements wherever possible.	Approach agreed and embedded	All HCCSP partners / LPAs / Highways	TBC
Only support new developments where they will have full sustainable transport access	Develop shared approach where applicable, across all local authorities, to ensure sustainable transport provision across new developments is prioritised.	Approach agreed and embedded	All HCCSP partners / LPAs / Highways	TBA

**2. Actions requiring others to act in response to partners' use of their regulatory powers**

Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Timeframe for delivery inc. intermediary milestones where appropriate
Systematically pursue opportunities for active travel in everything we do	Support and accelerate “walking-friendly” active travel street layouts in town centres.	Adopted within Place and Movement Design Guide/ Number of schemes in place	All HCCSP partners / LPAs / Highways	TBC
Systematically pursue opportunities for active travel in everything we do	Ensure further coordination of cycling and walking infrastructure plans between districts through consideration of a partnership approach involving all local authorities in Hertfordshire akin to Intalink for active travel modes.	Appropriate coordination of all plans in place and reported to HSOG	All HCCSP partners/Highways	Initial progress report- end 2022
Look to reduce air pollution arising from local transport sources	All authorities to publish data on their enforcement against unnecessary vehicle idling and promote on period basis.	Data published annually on HCCSP website	HCCSP LA partners/HSOG	First report December 2022
Look to reduce air pollution arising from local transport sources	In conjunction with Highways keep under review options for use of road pricing schemes to facilitate more suitable lower carbon travel.	Report through HSOG	Highways/HSOG	TBC
Promote a shift to active travel	Ensure opportunities are recognised from the BSIP (Bus Service Improvement Plan) that HCC, as part of the	Agreed support for	HCC/HSOG	October 2021 plus ongoing

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Timeframe for delivery inc. intermediary milestones where appropriate
and public transport through behaviour change campaigns and infrastructure improvements	National Bus Strategy for England are due to publish by the end of October which will identify bus priority measures to be introduced from April 2022 onwards to ensure bus service reliability in congestion hotspots.	BSIP		
Facilitate a move to BEV for taxis across the county	Seek to establish a coordinated approach between districts in terms of future taxi licencing policy to facilitate an accelerated shift to fully electric taxis being the norm across Hertfordshire	Report to HSOG/agreed approach in place and graduated trajectory to 100% EV in place with agreed milestones	All HCCSP LA partners/HSOG	2023
Facilitate a move to BEV for taxis across the county	Develop a model “low carbon” taxi licencing policy for Hertfordshire districts to adopt if desired	Policy developed and available	HSOG	2023
Deliver net zero carbon emissions for LA transport operations by 2030	Building on staff travel plans deliver behavioural change campaign to encourage staff to use more sustainable modes of transport when commuting to/from work	Campaign underway	HSOG	December 2022

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<b>Theme / priority to address</b>	<b>Action</b>	<b>Targets or indicators: means of measuring progress</b>	<b>Organisation/s who will deliver the action</b>	<b>Timeframe for delivery inc. intermediary milestones where appropriate</b>
Work towards zero carbon emissions for Hertfordshire's transport network by 2050.	Support delivery of the current Sustainable Modes of Travel to School strategy, and work with the HCC business travel planning process and the LEP to encourage companies to develop and deliver low carbon travel plans.	Work with at least 6 large employers in phase 1	HCCSP/HSOG	Phase 1 implemented by October 2023
Work towards zero carbon emissions for Hertfordshire's transport network by 2050.	Re-examine usefulness for a countywide car share scheme database for local authority staff and key businesses. Potentially this could include wider expansion of existing "lift share scheme" currently operated within some partner organisations, looking to resolve issue of key challenge of continuous promotion.	Report to HSOG on proposal	HCC/HSOG	July 2022 Quick Win

**3. Actions which rely on partners' encouraging, influencing or facilitating others to change**

Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
Support new developments only where they have full sustainable transport access	Develop joint communications campaign prioritising sustainable growth, encouraging reduction in need to travel and opportunities for improved sustainable transport provision.	HSOG to oversee that campaign underway	HCCSP Behaviour Change Group/ All HCCSP partners / LPAs / Highways	TBA
Systematically pursue opportunities for active travel in everything we do	Undertake assessment of existing travel apps (including for example Google, Mobility ways and Watford travel app) to determine where their sustainable travel features can be promoted to the general public, and to compile a list of requirements for future apps to enable discussions with app developers	Assessment undertaken and report to HSOG	HSOG/Highways/HCC	October 2022
Systematically pursue opportunities for active travel in everything we do	Develop increased dialogue with health sector to develop comms campaign around the health benefits of active travel in order to promote personal travel behaviour change including reduction travel and modal shift.	No. of campaigns undertaken. Aim for initial dialogue/report back in 6 mths	HCCSP Behaviour Change group/Public Health /HCCSP partners / Highways	TBA
Systematically pursue opportunities for active travel in everything we do	Investigate options to determine feasibility of creation of local bike/e-bike hire and /or bike share schemes across Hertfordshire	Feasibility report to HSOG	HCC/Districts	July 2022

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
Systematically pursue opportunities for active travel in everything we do	Investigate usefulness of developing a countywide interactive map of all active travel routes across Hertfordshire to include not only cycling but walking and public transport opportunities	Report on feasibility to HSOG to determine next steps	HSOG/Highways/CMS	December 2023
Look to reduce air pollution arising from local transport sources	Continue to progress commitment to sharing air quality data across all Hertfordshire local authorities and re-examine option and effectiveness for enhanced “real time” alerts to enable route choice options to be considered by users.	Feasibility report to HSOG within 12 months	All HCCSP partners/Herts and Beds AQ Group/HCC AQ programme Officer	October 2022
Look to reduce air pollution arising from local transport sources	Develop comms plan for regular programme of data led campaigns, targeting specific areas to improve air quality standards.	Comms plan report to HSOG. Coordinated campaign at least one per year	HCCSP Behaviour Change Group/HSOG/Herts and Beds AQ Group	2022 with subsequent ongoing annual delivery
Look to reduce air pollution arising from local transport sources	Develop information and behavioural change campaigns to inform residents over the risks of poor air quality and what can be done to deliver meaningful improvements at a personal level.	Coordinated campaign at least one per year	HCCSP Behaviour Change Group/HSOG/Herts and Beds AQ Group	2022 with subsequent ongoing annual delivery
Look to reduce air pollution arising from local transport	Promote national Clean Air Day and develop a Hertfordshire concept of “clean air everyday”.	Comms package developed. Promotion	HCCSP Behaviour Change Group	June 2022 – Clean Air Day campaign and

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
sources		campaign across Herts each year for CAD	HSOG/All HCCSP partners	ongoing annually
Promote a shift to active travel and public transport through behaviour change campaigns and infrastructure improvements	Ensure HCCSP website provides opportunity to promote annual Clean Air Day publicity; coordination of walk to school weeks; and active travel campaigns across the County	Promotion on web site with basic material for 2021, developing programme thereafter.	HSOG	June 2022 Annually ongoing.
Promote a shift to active travel and public transport through behaviour change campaigns and infrastructure improvements	Agree recognition that major behaviour change is key to facilitating a lower carbon transport “lifestyle”; and, to achieve this a focus on “zero” travel, active travel and modal shift should be central to the future HCCSP sustainable behaviour change campaigns.	Commitment agreed. Initial campaign planned	HCCSP Behaviour Change Group / HSOG / HCCSP	TBC
Facilitate a move to BEV for taxis across the county	Lobby central government to deliver suitable subsidies for drivers wanting to make accelerated switch to fully electric vehicles	Letter to Secretary of State and engagement with local MPs	HCCSP/HSOG	January 2022- Quick Win
Facilitate a move to BEV for taxis across the county	Develop plan for coordinated approach to encourage taxi drivers to encourage shift to use of BEV along with network of accessible EV hubs for dedicated rapid taxi EV charging facilities across	Plan reported to HSOG; followed by hub delivery	All HCCSP LA partners/ Highways	end 2023

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Theme / priority to address	Action	Targets or indicators: means of measuring progress	Organisation/s who will deliver the action	Suggested timeframe for delivery inc. intermediary milestones where appropriate
	the county (at least 2 per district by end 2023), including consideration for drivers without ability for personal off-street charging.			
Facilitate appropriate EV charging networks across Hertfordshire	Promote opportunities (such as use of “co-charging apps”) for privately owned EV charging points to be made available for use by other members of the public to assist with the expansion of EV charging provision	Opportunities identified and promotion in place on websites	All HCCSP partners	October 2022
Maintain an open mind and investigate the potential for new technologies as they arise	Work with Herts LEP and local colleges to facilitate upskilling of Hertfordshire workforce to enable appropriate uptake of new practical technology skills e.g. EV servicing/electrical services.	Coordinated approach developed and plans in place	HSOG/LEP/Further and Higher education sectors/Certification bodies	TBC
Maintain an open mind and investigate the potential for new technologies as they arise	Work with Herts LEP /University to develop appropriately skilled research professionals in emerging sustainable and alternative fuel transport systems infrastructure for Hertfordshire.	Coordinated approach developed and plans in place	HSOG/Herts Uni	TBC
Maintain an open mind and investigate the potential for new technologies as they arise	Work with Hydrogen East to seek to develop and facilitate opportunities for development and expansion of the use of (green) hydrogen as a transport fuel source	Research project plan produced and agreed	HSOG/Herts Uni/Hydrogen East	TBC

## 5. Funding

5.1 It is not possible to provide an overall cost for the delivery of the action plan as many of the individual actions are complex and significant in nature. It will undoubtedly be possible to undertake some of the activities identified within existing budgets in that some actions relate to policy areas.

5.2 It is further suggested that full opportunity is made of potential external government grant funding opportunities as they arise through the development of some project ideas in advance of funding in readiness to submit an application when the opportunity occurs.

## 6. Links / useful information and further reading

[Hertfordshire Local Transport Plan](#) (2018-2031) – Hertfordshire County Council website

[Ten Point Plan for a Green Industrial Revolution](#) (2020) – UK government website

[The Road to Zero](#) (2018) – UK Government website

[Bus Back Better, National Bus Strategy for England](#) – Department for Transport on UK Government website

[Department for Transport Vehicle Licensing Statistics](#) – UK Government website

[National statistics for Greenhouse Gas Emissions](#) - UK Government website

[Decarbonising Transport: a better, greener Britain](#) – Department for Transport (July 2021) – UK Government website