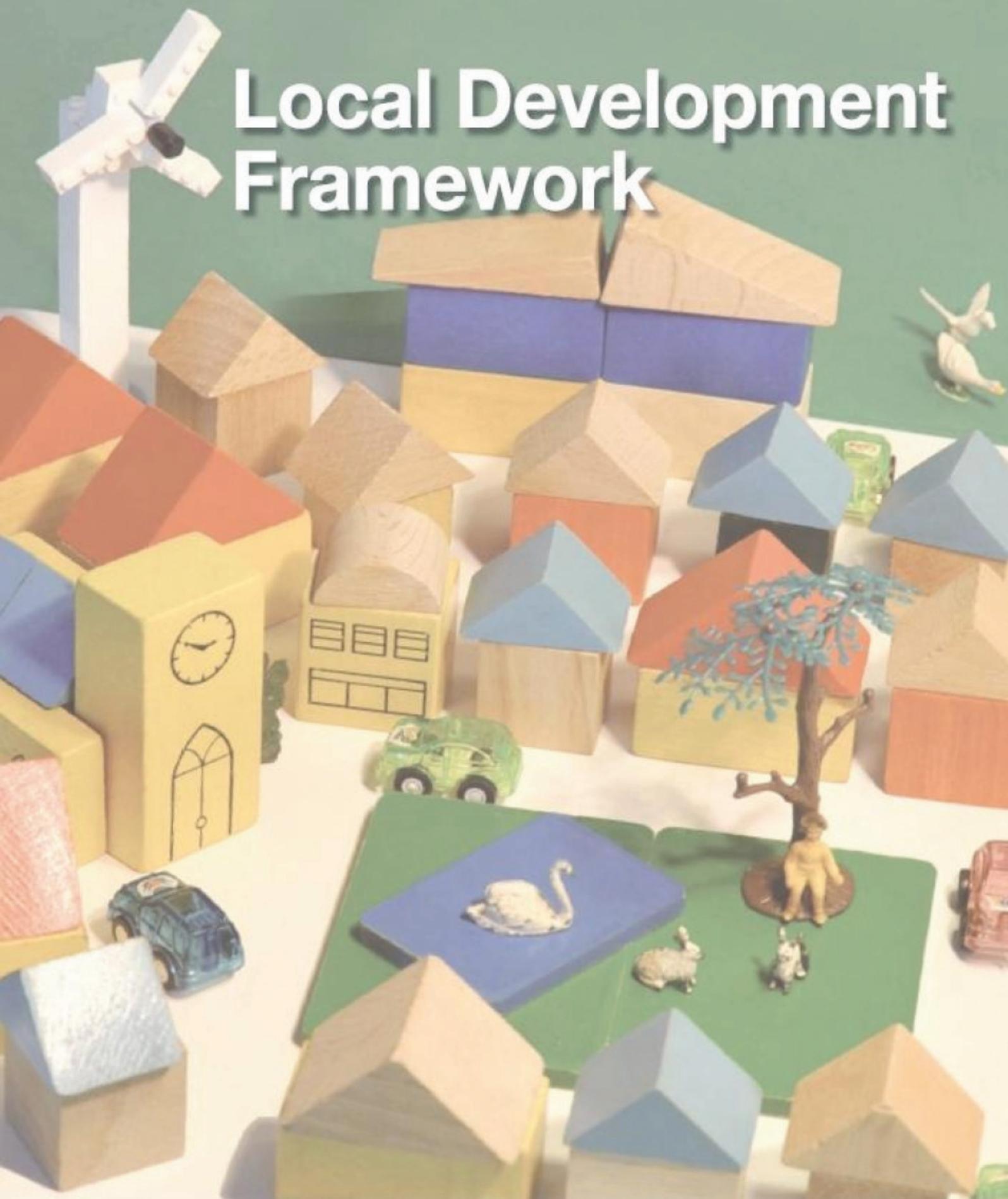


Local Development Framework



Core Strategy

Adopted 17 October 2011



S6. To facilitate the provision of services and infrastructure to meet the needs of existing development and new development by working on cross-boundary issues with adjoining authorities, service providers and the development industry

It is important that all residents, particularly vulnerable groups and those within the pocketed areas of deprivation in the District, have good access to services including health, education, transport and emergency services and that this is maintained or improved in the future. Potential deficiencies will need to be addressed through planning obligations and other funding regimes as part of new development proposals. The Council will continue to foster relationships with neighbouring Hertfordshire and Buckinghamshire Districts and with London. It will also continue to work with the Local Strategic Partnership as well as public, private and voluntary sectors in order to tackle deprivation and to reduce inequalities between areas.

S7. To deliver improved and more integrated transport systems and reduce the need to travel by locating development in accessible locations

Although levels of car ownership are high within Three Rivers, not everyone has access to a car and nor is it necessary or desirable to use a car for all trips, particularly for short journeys. Providing alternatives to car travel through better public transport, better opportunities for cycling or walking, and by locating development at locations with good access to services, employment and a range of transport options, will be major contributors to achieving a more sustainable District. In particular, implementation of the Croxley Rail Link is supported, recognising its potential to enable more sustainable transport choices in the area. It will also be important to integrate transport networks to enable people to change easily between road, rail, bus and cycle travel.

S8. To maintain and enhance the viability, vitality and variety of shops and services within the Principal Town and Key Centres and retain shops and services in other smaller settlements

Ensuring that Abbots Langley, Chorleywood, Croxley Green, Rickmansworth, South Oxhey, Mill End and Leavesden and Garston provide a good range of goods and services across the District will reduce the need to travel to centres further away, especially to meet everyday local needs, and will support local businesses. Retaining services in other smaller settlements will help to enable these settlements to meet some of the day-to-day needs of their communities.

S9. To conserve and enhance the countryside and the diversity of landscapes, wildlife and habitats in the District within a coherent network of Green Infrastructure to support the natural environment and human health

Three Rivers has visually attractive landscapes and important habitats for wildlife. There is however scope to develop the District's Green Infrastructure through improving the diversity and connectivity of landscape and habitats, and through the conservation and enhancement of natural assets. The Chilterns AONB, and the District's Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites, the Colne Valley Park, the Grand Union Canal and all river corridors including the Rivers Chess, Colne and Gade are particularly important assets to be conserved and enhanced as they provide connections across the whole District and into adjoining areas. However it is recognised that they are not the only important elements for Green Infrastructure within and around the District.

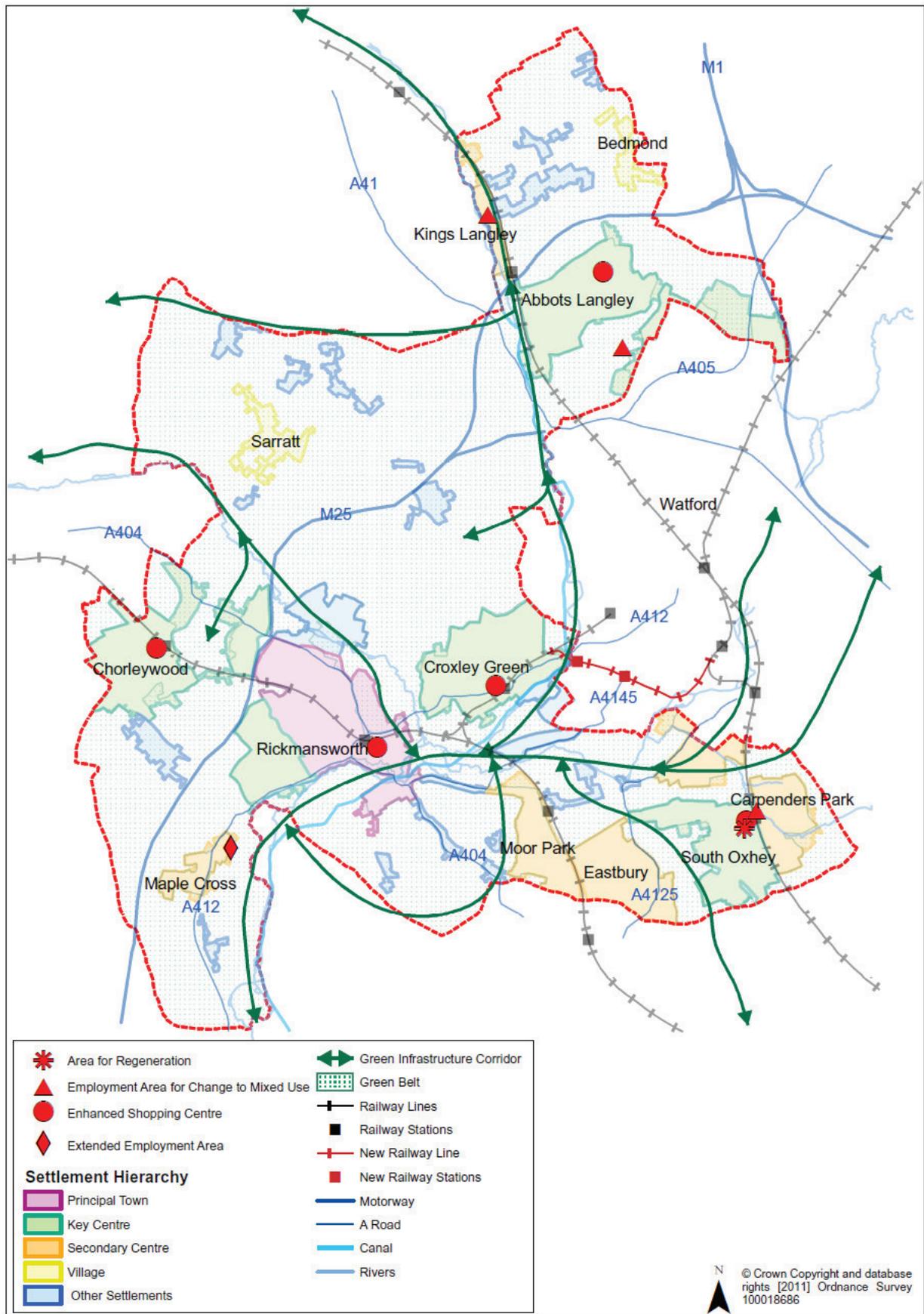


Figure 5: Key Diagram

TRANSPORT AND TRAVEL

- 5.95 The Government's priorities for transport set out in Planning Policy Guidance 13: Transport and Planning Policy Statement 1: Delivering Sustainable Development are to promote more sustainable transport choices, to promote access and to reduce the need to travel.
- 5.96 Three Rivers is well served by communication links. However, car ownership levels are high and car usage increasingly dominates patterns of movement in the District. Traffic levels in the District are forecast to grow by 21% by 2021. Increased congestion and car use could undermine the economic growth of the District and harm the quality of the environment and social well-being.
- 5.97 Meeting the transport needs of Three Rivers effectively is of paramount importance in delivering the Core Strategy's Spatial Strategy and contributing to the sustainability of the District. The Infrastructure Delivery Plan identifies specific transport schemes that will contribute to meeting transport needs and the sustainability of the District, including transport infrastructure necessary to deliver the levels of growth required in the District. Transport needs have been identified through the Local Transport Plan 2006/07-2011/12, the South West Herts Transportation Strategy (2004 and updated as South West Herts Transportation Plan 2008), the Bus Network Strategy Review (2006), Intelligent Transport Systems Strategy (2008), The Hertfordshire Infrastructure and Investment Strategy (2009) and responses to public consultation. They are illustrated in Appendix 6.
- 5.98 While Three Rivers District is not responsible for the transport network, the location of new development may have a significant impact on the transport and travel network and on travel choices. The Spatial Strategy seeks to direct development to the areas with greatest access to public transport, services and facilities, which should contribute to reducing the need to travel and journey lengths, and enable the use of public transport, walking and cycling as alternatives to the car.
- 5.99 The Council will also work with Hertfordshire County Council, the Highways Agency and other transport providers to provide a co-ordinated and enhanced transport system which improves connectivity and transport services to and between settlements within Three Rivers, to town centres in surrounding areas, and to London. In this context, important projects include the Croxley Rail Link, Watford Junction improvements and the Watford Health Campus.

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Transport and Travel

The Council will promote transport measures identified in the Infrastructure Delivery Plan in partnership with Hertfordshire County Council, the Highways Agency and transport providers.

Development proposals will be expected to contribute to the delivery of transport and travel measures identified as necessary for the development, either on-site as part of the development or through contributions to off-site provision as appropriate. Provision for interchange and access by public transport, walking and cycling will be regarded as particularly important.

Every opportunity will need to be taken to integrate means of travel. The following transport

and travel measures will be supported at appropriate locations across the District, and development will need to consider the provision of measures and facilities that encourage integration including:

- a) Secure cycle parking
- b) A safe network for pedestrians
- c) Taxi ranks
- d) A layout to enable convenient access for buses
- e) Provision of covered waiting facilities
- f) Improvements to transport hubs within and including the provision of Mobi-Hubs where appropriate
- g) Links to and from the Grand Union Canal towpath
- h) Links to and from railway stations.

The transfer of road freight to railways and canals in the District will be supported in principle, subject to the provision of a full Transport Assessment and the provisions of all other relevant local, regional or national policies, including an assessment of impact on the environment and amenity.

Development proposals

All development should be designed and located to minimise the impacts of travel by motor vehicle on the District. In particular, major development will be expected to be located in areas highly accessible by the most sustainable modes of transport, and to people of all abilities in a socially inclusive and safe manner, in accordance with the user hierarchy below. Priority will be given in the following order:

- i. Pedestrians, particularly people with restricted mobility
- ii. Cyclists and where appropriate, horse riders
- iii. Public transport (including taxis)
- iv. All forms of motor vehicles.

Development will need to demonstrate that:

- i) It provides a safe and adequate means of access
- j) It is appropriate in scale to the existing transport infrastructure, including public transport and, where necessary, infrastructure can be improved
- k) It is integrated with the wider network of transport routes, including public rights of way and cycle paths where appropriate
- l) It makes adequate provision for all users, including car and other vehicle parking, giving priority to people with mobility difficulties, pedestrians, cyclists and equestrians
- m) It includes, where appropriate, provision for public transport either within the scheme or through contributions
- n) The impact of the proposal on transport has been fully assessed; for major development this should be done through a comprehensive Transport Assessment detailing the measures that will be used to reduce impacts
- o) The proposal is accompanied by a draft Green Travel Plan for prospective users and employees of the development for all major development.

5.100 Matters relating to operational car parking and standards will be covered within the Development Management Policies Development Plan Document. Until standards are reviewed, the Council will continue to apply existing standards in accordance with the saved policies of the Three Rivers Local Plan. Further guidance on transport issues for development is included in the 'Manual for Streets' and 'Roads in Hertfordshire' design guides.

| Infrastructure Project | Reason for Project | Indicative Delivery Phasing | Estimated Cost | Funding Arrangements | Lead Delivery Agency | Contingency Planning Required?/ Risks |
|----------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------|---------------------------------------------|-------------------------------------------------|
| Strategic Transport | | | | | | |
| Croxley Rail Link | Metropolitan Line link to Watford Junction | Improved access to public transport, to facilities in Watford, reduce traffic congestion, improve transport links to London to provide future opportunities for services from Watford to Rickmansworth and beyond. | 2013 – 2020 | £136.4m | Regional Funding Allocation | Transport for London Department of Transport |
| M25 Widening J16-23 | Widening of M25. Junctions 17 to 20 | To accommodate future travel demands Relieve congestion Improve safety of motorway | 2009 – 2013 | £76.2m | Private Finance Initiative Contract | Highways Agency Department of Transport |
| Local Transport | | | | | | |
| Traffic Management and Highway Improvements | College Road, Abbots Langley Pedestrian Crossing Scheme | To improve safety for people crossing the road | 2010/2011 | £75,000 | £65,000 HCC Capital £10,000 TRDC Capital | Hertfordshire County Council |
| | Traffic calming and drainage measures in Shirley Road, Abbots Langley | To improve road safety | 2010/2011 | £74,000 | Capital | TRDC |