

Agenda Item 9

ST ALBANS CITY AND DISTRICT COUNCIL

<u>REPORT TO :</u>	Planning Policy Committee
<u>DATE :</u>	11 July 2017
<u>REPORT TITLE :</u>	Infrastructure Delivery Plan (IDP) Update – Transport, Water and Education.
<u>WARDS :</u>	All
<u>PORTFOLIO HOLDER:</u>	Cllr M Maynard
<u>CONTACT OFFICER :</u>	Tracy Harvey - Head of Planning and Building Control

1. **Purpose Of Report**

- 1.1 To provide an update regarding key aspects of the Infrastructure Delivery Plan (IDP) – Transport, Water and Education.

2. **Recommendations**

- 2.1 That this report be noted.

3. **Background Information**

- 3.1 Paragraph 162 of the NPPF states that in preparing the evidence base for a Local Plan, Local Planning Authorities must work with other authorities and providers to:

assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

- 3.2 The purpose of the IDP is to address this aspect of the NPPF in detail. It provides information on the position of current infrastructure issues and explains potential future needs to support planned growth up to the 2031. As reported previously, significant work has been undertaken and continues, with infrastructure providers (at local government level and with other public / private external providers).
- 3.3 The IDP draws together collaborative research and modelling, setting out the issues and deficiencies that already exist (and opportunities) and considering the provision required to support the growth set out in the SLP. It provides an overview of the types of infrastructure required based on current understanding, giving an indication of where and when provision will occur, how it will be funded, and the parties responsible for delivery.

- 3.4 It is important to note that infrastructure planning is an iterative process. As well as forming part of SLP evidence at submission, infrastructure requirements will evolve over the Plan period, according to public sector policies and priorities, technological developments and the impacts of the planned growth as it occurs. The IDP is intended to be updated on an as necessary / regular basis to respond to changes in circumstances and understanding. Future updates of the IDP will be reported to the Committee. It is envisaged that update timescales will vary according to the pace of work on SLP implementation.
- 3.5 By way of background, the following lists references at Planning Policy Committees (PPC) over the last year which relate to strands of IDP work:
- PPC June 2016 – IDP
 - PPC July 2016 – Transport
 - PPC September 2016 – HCC Education Presentation
 - PPC October 2016 – Transport
 - PPC November 2016 – HCC Transport Presentation
 - PPC February 2017 – Transport
 - Q&A at various PPC meetings – Transport & Education
- 3.6 The following section of the report sets out more information regarding the IDP work in terms of Transport, Water and Education is set out below. Please note that the report refers to both IDP appendices and to report appendices.

4. **Analysis and Findings**

4.1 **TRANSPORT**

- 4.2 The IDP (as submitted with the draft SLP in August 2016) currently contains information listed below which relates to transport infrastructure and can be found at these links: [IDP appendices part 1](#); [IDP appendices part 2](#); [IDP appendices part 3](#); [IDP appendices part 4](#); [IDP appendices part 5](#) and [IDP appendices part 6](#).

East Hemel Hempstead

- IDP Appendix 1: Transport Extract of East Hemel Hempstead Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 2: Maylands Growth Corridor Study: Progress Meeting Slides 4-8
- IDP Appendix 3: Maylands Growth Corridor Study: Stage 2 Scheme Concepts 1 & 2 Model Sensitivity Testing Report April 2016
- IDP Appendix 4: East Hemel Hempstead Transport Assessment

North West Harpenden

- IDP Appendix 5: Transport Extract of North West Harpenden Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 6: Commercial Estates Group Regulation 19 Response January 2016
- IDP Appendix 7: Legal and General NW Harpenden Transport Assessment Scoping Report February 2016

- IDP Appendix 8: Brookbanks NW Harpenden Local Plan Transportation Study June 2016

East St Albans

- IDP Appendix 9: Transport Extract of East St Albans Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 10: AECOM St Albans East Emerging Transport Strategy Jan 2016
- IDP Appendix 11: AECOM St Albans East Initial Assessment of Highway Impacts March 2016

Hertfordshire County Council

- IDP Appendix 12: Hertfordshire County Council COMET progress Slides April 2016
- IDP Appendix 13: Hertfordshire County Council COMET Report:
 - A. Hertfordshire County Council Transport Planning Framework: St Albans Local Plan Support Technical Note
 - B. Hertfordshire County Council COMET: AECOM TN 07 – Pattern of Travel across Hertfordshire

4.3 A number of different strands of transport work have been /continue to be progressed. The main elements include:

- Further Transport Evidence Base Work - Commissioned by SADC in partnership with HCC.
- Maylands Growth Corridor Study - LEP led partnership work
- Landowner/Developer led work.
- HCC led transport work including: COMET; Transport Vision 2050/LTP4; HCC Growth and Transport Plans; & Other.

4.4 **Further Transport Evidence Base Work:**

4.5 In brief, the 'Further Transport Evidence Base Work Plan – June 2016' sets out six tasks which have been summarised in the table below together with progress to date.

4.6 The schedule of work in the table below was commissioned in response to HCC objections to the SLP and the workplan was agreed with HCC. The tasks have involved joint working with stakeholders and have included a series of meetings with HCC and / or promoters of broad locations. It should be noted that there is a substantial financial costs associated with developing the transport evidence base. The table below indicates that good progress is being made. Tasks 1-5 have been completed. Tasks 4&5 were completed later than initially planned; in part due to changes to original specification for task 4 stage 3 in response to a request from HCC. In this instance, reaching an agreed approach with HCC to the updated specification was judged more important in the long run than absolute adherence to the draft timetable. This has also affected the finalisation of task 5 which was dependent on an output from task 4. Task 6 is programmed to follow on after completion of tasks 4 & 5. Task 6 will be commissioned shortly which is later than originally planned. It is anticipated that the completion will be Autumn/Winter 2017.

4.7 In terms of timescales, it should be noted that the transport work was originally programmed to provide evidence prior to Submission of the DLP, which was expected to be circa August 2017. The outcome of the SLP Initial Hearing Session means that there is currently uncertainty regarding the way forward with the Local Plan. However it is still important to complete these planned projects as they will provide significant useful outputs regardless of the routes forward with the Local Plan. It should be noted that, as is always the case, additional transport work may be required in terms of future updates if significant changes occur within or beyond the District boundary. In general terms, the likelihood of more work being required increases as the Plan production period extends.

	Tasks	Progress / Timescale
Task 1	Technical Note - Interpretation of existing 2031 COMET model forecast run to provide intelligence on highway (& transport) network problems with high level suggestions of potential solutions.	Copy can be found at page 94 of link : HCC Transport Planning Framework: St Albans Local Plan Support Technical Note
Task 2	COMET – Travel Patterns Report	Summary can be found page 77 of link : HCC COMET Progress Slides April 2016
Task 3	Transport assessment packages and localised mitigations for Broad Locations: <ul style="list-style-type: none"> • East Hemel Hempstead (EHH) • East St Albans (ESA) • North West Harpenden (NWH) Landowner/developers and their transport consultants.	Completed Can be found at appendices 1-11 of IDP at these links: IDP appendices part1 ; IDP appendices part 2 ; IDP appendices part 3 ; IDP appendices part 4 ; IDP appendices part 5 .
Task 4	COMET calibration and model enhancement being undertaken in Watford Area as part of HCC agreed 2016 COMET model development. Results to be reviewed for St Albans area to assess if further work is required beyond this.	Model enhancement and calibration in St Albans District Work substantially completed & report to be finalised. Draft final version part 1 at appendix 1. Draft final version part 2 at appendix 2.
Task 5	Further develop high level solutions to establish whether potential solutions are feasible and deliverable with suitable detail for them to be modelled in COMET.	Work substantially completed & report to be finalised. Draft final version at appendix 3.
Task 6	Code mitigations from (5) into COMET and re-run. (this will be dependent on which version of COMET is utilised, see (4))	Task 6 to follow tasks 4 & 5 Commissioning stage Indicative completion date: TBC – Summer/Autumn 2017

4.8 Task 4 Draft Document Part 1 at appendix 1– Base Year (2014). Summary of key points which mostly relate to junction delays & congestion in St Albans and Harpenden:

- Junction delays in the base year AM & PM peaks for St Albans and Harpenden at pages 74, 76, 78 & 80.
- Congestion in the base year AM & PM peaks for St Albans and Harpenden at pages 75, 77, 79, 81.
- In general terms, St Albans experiences worse conditions in terms of junction delay and congestion than Harpenden in the base year AM & PM peaks.
- Junction delay base year St Albans: The junctions with the longest delays are in & around St Albans city. They include Ancient Briton junction and the London Colney/A414 roundabout.
- Junction delay base year Harpenden: A number of junctions indicate delay at AM & PM peaks.
- Congestion base year St Albans - The most congested 'Red' locations AM &/or PM peaks include: Park St roundabout, all approaches. Sections of: St Peters Street; Victoria Street; Watford Road; Bluehouse Hill. Ancient Briton junction; and Sandpit Lane/BeechwoodAve/Marshalswick Lane junction.
- Congestion base year Harpenden: 'Amber' AM peak at Redbourn Lane.
- Other 'Red' Locations base year AM peaks: north of Wheathampstead; Bricket Wood next to M1 j6; Hatfield Road East; & south of London Colney.

4.9 Overall, the updated model provides a sound basis in relation to real world observations; which is best summarised at Appendix 1, page 83:

Journey time validation

- *Good validation, above COMET overall performance*
 - *Whilst flows may fluctuate between routes, we feel the model is accurately reflecting journey times through and around St Albans and Harpenden*
- *The overall objective for this COMET model enhancement work was to:*
- *Have a good representation of St Albans and Harpenden areas to test the cumulative growth from the Local Plan alongside broad, strategic-level interventions in St Albans District; and*
 - *Be able to demonstrate the scale and location of the impacts from both Local Plan growth and potential strategic schemes.*
- *We believe the results seen provide a sound evidence base from which to test the cumulative impact of Local Plan growth and provide a high level assessment of the mitigation schemes.*

4.10 Task 4 Draft Report part 2 - 2031 Do Minimum (DM) at appendix 2. This is effectively a worst case scenario for 2031 which is badged as 'Do Minimum' because it only includes highways schemes that are 'expected' to come forward and listed on pages 13-14 and includes four in St Albans:

- A414 Colney Heath Longabout Signalisation
- Radlett Railfreight
- Oaklands development access
- North Harpenden development access

- 4.11 Summary of key points Task 4 Draft Report part 2 - 2031 DM Scenario:
- Junction delays in 2031 AM & PM peaks for St Albans and Harpenden at pages 20, 26, 32, 38.
 - Congestion in 2031 AM & PM peaks for St Albans and Harpenden at pages 24,30,36,42.
 - Junction Delay & Flow Differences in 2031 AM & PM peaks for St Albans and Harpenden at pages 21, 28, 34, 40.
 - Junction delay & flows: Largest increase in flows and junction delays are mostly associated with A1M; M25; M1 & A414.
 - 2031 DM Scenario highlights the increased delay at junctions and congestion expected on all routes into St Albans. Key delays on the “ring road” are impacting route choice and flows.
 - Impacts in Harpenden not as large but smaller delays start to occur at most junctions along A1081 Luton Road
 - Highlights the possible need to consider east-west movements into St Albans/Harpenden from Hemel and Redbourn
 - The impact of congestion on the A1 may induce rat running in eastern St Albans
 - Congestion at the Wheathampstead Roundabout and links from Redbourn should be monitored

4.12 Task 5 Proformas for locations listed below can be seen at appendix 3. The proformas develop high level solutions as potential mitigations; which are in addition to other locations where information is already available to HCC/Aecom; eg provided by landowners/developers. An assessment of these potential highways solutions and alternatives (where they exist) for promotion of sustainable transport alternatives through promoting modal shift – such as improvements to cycleways – will be undertaken on the basis of the approach set out in draft SLP policy 25 – Transport Strategy. The preferred highways or sustainable transport mitigations for all locations will feed into task 6. It will allow comparison of 2031 model runs ‘2031 Do Minimum (task 4) and ‘2031 with mitigations’ (task 6); as well as comparisons of both 2031 model runs with the base year.

Task 5 Proforma Locations:

- A414/ A1081 Roundabout
- B651 St Albans Rd/ Sandridge Rd/ Marshalwick Lane/ Beech Road (King William Signals)
- A1081 Harpenden Rd/ Beech Rd/ Batchwood Dr (Ancient Briton)
- A5183 Redbourn Rd/ A4147 Bluehouse Hill/ Batchwood Drive Rbt
- B653 Cory Wright Way/ Marford Rd
- A4147 Hemel Hempstead Rd/ King Harry Lane
- A1081 Luton Rd/ Park Hill
- A1057 Hatfield Rd/ Station Rd

- 4.13 **Maylands Growth Corridor Study (MGCS):**
- 4.14 East Hemel Hempstead (EHH) and Maylands are identified in the Local Economic Partnership (LEP) Strategic Economic Plan (SEP) as a regeneration location in the M1 corridor. The Maylands Growth Corridor Study is led by the LEP and involves partnership working with other stakeholders including: SADC, Dacorum Council, HCC, Highways England (HE) and The Crown Estate (TCE) who is the main landowner. AECOM was commissioned to carry out the work. It seeks to provide a robust assessment of options for delivering effective access and movement in the defined study area for East Hemel Hempstead (and for its connections to the wider area); to support the anticipated growth and development, in the medium and long terms.
- 4.15 The commission overview is shown at appendix 4. Significant amounts of work have been undertaken since 2014. The main scheme concepts (SC) considered in the MGCS are listed below:
- SC1: A414 Breakspear Way/Green Lane Junction Improvement
 - SC2: East Hemel Hempstead North-South Spine Road
 - SC3: Cherry Trees Lane, Buncefield Lane and Green Lane (South) Quietways
 - SC4: Wood End Lane-Boundary Way Link
 - SC5: Nickey Line Access Improvements and 'branch line' to East Hemel Hempstead
 - SC6: Pedestrian/Cyclist Crossings
 - SC7: Lorry Parking
 - SC8: Bus Services
- 4.16 The MGCS Progress Meeting Slides 4-8 can be found in the IDP Appendix 2, as listed above at para 4.2. There are 2 further sets of Progress Meeting Slides (9 & 10), which are now available and can be found at appendix 5 and appendix 6. A summary of key themes include:
- Progress Meeting 4: Paramics Modelling; Development Modelling; Scheme Concept Options; Possible Model Scenarios.
 - Progress Meeting 5: Scheme Concept Options; Model Scenarios.
 - Progress Meeting 6: Large scale interventions SC1; & SC2.
 - Progress Meeting 7: Scheme Concept 1 & 2 Sensitivity Testing; Scheme Concepts 3-6; A4147-A414 Cycle Linkages.
 - Progress Meeting 8: Model enhancement update; Scheme Concept 7 Lorry Parking & Routing; SC8 – Bus Service Provision
 - Progress Meeting 9: EHH Master planning and model enhancement; SC1 Scheme Design; M1 Junction 9 Re-location Mini study.
 - Progress Meeting 10: Scheme Concept 8 Bus Options; SC1 Scheme Option Design.
- 4.17 While good progress has been made, the timescale for the study is longer than originally planned. Work recently paused for a number of months in order to agree a way forward to secure the necessary funding to undertake the final stages of the technical work and reach conclusions. SADC and Dacorum Councils have made contributions and the promoters of EHH are now leading on the transport work to finalise the project, with AECOM in the reviewing role.

4.18 **Landowner/Developer Led Work:**

4.19 The landowners / developers of broad locations have produced various elements of transport information in the IDP as listed at para 4.2 above. They have also been involved with Further Transport Evidence Base Work especially tasks 3 - 6 listed at para 4.7 above and the Maylands Growth Study Corridor at para 4.14 above. Landowners / developers of broad locations have also agreed to contribute towards costs of some of the strands of work listed above.

4.20 The promoter of North St Albans site has submitted transport information which is at appendix 7; together with officer notes shown in the comment boxes.

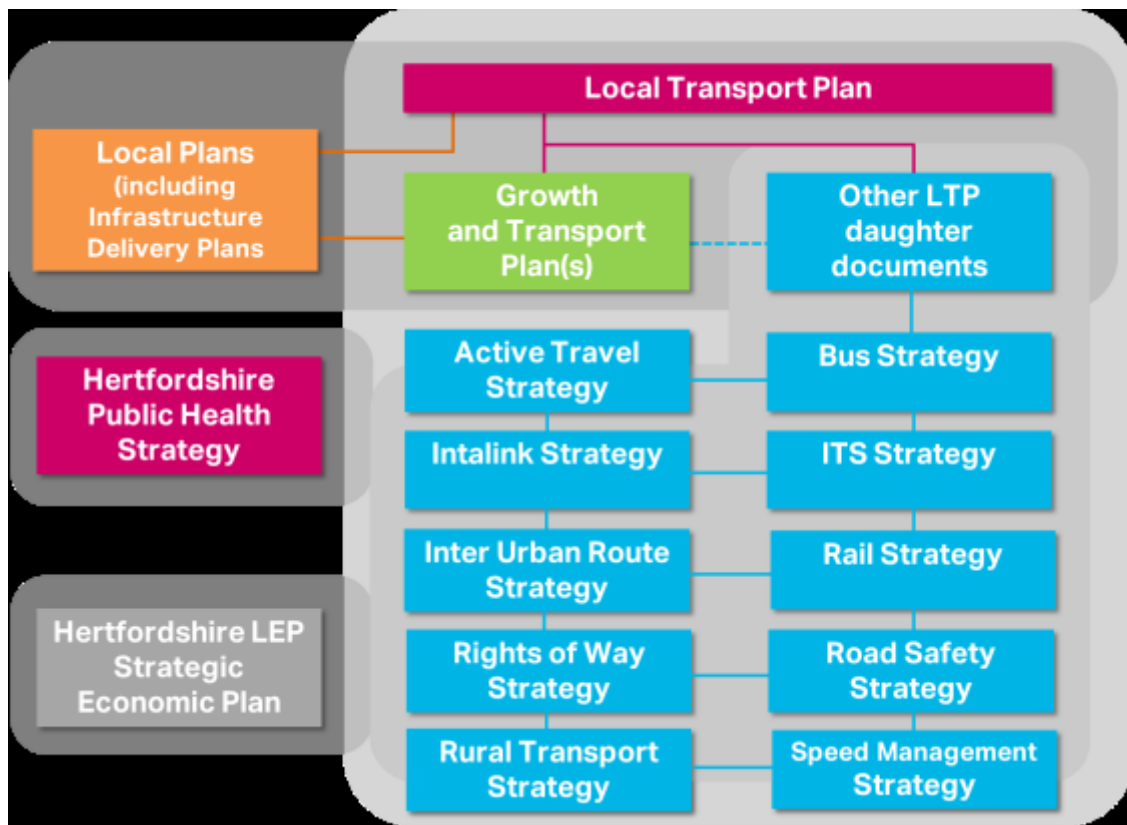
4.21 **HCC Led Transport Work:**

4.22 **COMET:** In early 2015 AECOM, commissioned by HCC and supported by the districts, developed the countywide multi-modal transport model (COMET).

4.23 Much of the above Further Transport Evidence Base Work (para 4.7) relates to the COMET model district enhancement. The COMET model was originally commissioned by HCC and is being used to understand travel patterns and to predict future transport capacity/constraints across the county. It can be used to inform identification of high level transport infrastructure options. The COMET model is relatively new and the first run took place in early 2016. SADC has worked with HCC to provide information which underpins the model and update work with HCC continues on an annual basis.

4.24 An extract from the IDP can be found at Appendix 8. It shows the 2014 COMET base year AM junction delay for the whole of the County and immediate surrounding areas (eg Luton). This gives a useful comparative picture of the scale and concentration of junction delay issues across a wider area. The concentration and scale of the issues at Watford and Luton in particular can be seen.

4.25 HCC has responsibilities as Highways Authority and they are developing / have developed a range of policy documents for transport which are illustrated in the diagram below. A brief overview of selected elements is set out below.



- 4.26 **DRAFT LTP4 / Transport Vision 2050:** This draft strategy will provide a framework to guide HCC future transport planning and investment. The goal for HCC is 'for Hertfordshire to remain an attractive place to live and work in'. When agreed, the strategy will be a new Local Transport Plan for Hertfordshire (LTP4). It is currently at draft stage and the link to the draft document Autumn 2016 can be found here: <https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/tv2050-consultation-report.pdf>
- 4.27 HCC officers presented a draft to PPC on November 2016. SADC sent comments sent to HCC in December 2016. This letter can be seen at appendix 9a.
- 4.28 As can be seen in the response, there were a significant number of aspects that PPC supported, but also a number of significant concerns were raised.
- 4.29 The Draft HCC Transport Vision 2050 Draft Map of Major Scheme Options can be found at appendix 9b. It indicates a number of major schemes (MS) affecting the district including those set out below.
- Draft MS1 St Albans Sustainable Travel Town. Focusses on reducing the need to travel overall and increasing the proportion of journeys made by sustainable modes. Est Cost £5m-£10m for each town.
 - Draft MS2 Access Improvements to East Hemel Hempstead. Est Partial Cost £50m-£70m.
 - Draft MS4 A414 Corridor Junction Capacity Upgrade. Major improvement at London Colney A1081/A414 Roundabout; and Junction upgrades planned at: Watling Street/Park Street roundabout; and Colney Heath

Lane / Colney Heath High Street Longabout (HCC Safety Scheme) See draft Map at appendix 9.

- Draft MS5 Hertfordshire Bus Rapid Transport (Hemel Hempstead – Hertford) HCC consider the scheme would create high quality public transport routes into and through the towns it serves. HCC consider viability of the scheme would be strengthened by higher densities of development along its route, and it would also benefit from and support future park and ride interchanges. Est Cost £240m.
- Draft MS5 Hertfordshire Bus Rapid Transport (Watford – St Albans) See above. Est Cost £90m.

- 4.30 The next public consultation on HCC's Transport Vision 2050 is understood to be 'summer/autumn 2017'.
- 4.31 **HCC Growth and Transport Plans (GTP):** HCC has sought to develop a new approach to sub-county transport planning which is more in alignment with planned future housing and employment growth. This is a change from the previous Urban Transport Plans (UTPs) that had been developed for individual settlements. GTPs are intended to be based on evidence helping lead towards a more efficient, joined-up approach to transport planning. Taking a more strategic view means that cooperation between local authorities on cross-boundary issues will be important.
- 4.32 GTPs will consider how proposed LTP objectives can be delivered at a local level. These plans will cover areas of the county, rather than specific towns, recognising that Hertfordshire is made up of a number of groups of towns that are connected by transport corridors, unlike other counties that are dominated by a particular large town or city.
- 4.33 The GTPs will concern themselves with facilitating sustainable economic growth and positive change to local communities and their well-being through transport-led improvements. It will identify multi-modal schemes which address transport issues affecting urban areas or inter-urban corridors. In addition to infrastructure schemes, actions may be proposed to improve HCC's lobbying position for transport investment. A range of short, medium and long term schemes and actions will be proposed.
- 4.34 SADC is involved in assisting HCC with 2 GTPs; that is, South West Herts GTP and; South Central Herts GTP. A plan showing AECOM recommended locations for GTPs is set out at appendix 10 together with the GTP stages of development. These areas have been further refined in more recent discussions. In terms of timescales for finalisation and adoption, the SW Herts GTP is expected in late 2017 and the South Central GTP is expected July 2018.
- 4.35 The first GTP covers South West Hertfordshire and work commenced in 2016. This area incorporates Watford and Hemel Hempstead and also links from these towns to St Albans (but not St Albans itself). SADC, Dacorum, Watford and Three Rivers district/borough Council officers are assisting HCC and AECOM with work on the draft.
- 4.36 It is understood that HCC will be undertaking a public consultation on the draft SW Herts GTP in 'summer/autumn 2017'.

- 4.37 The South Central Hertfordshire GTP is at very early stage in terms of an initial officer stakeholder meeting. It will cover essentially the A1M corridor south of Stevenage and SADC, Welwyn & Hatfield and Hertsmere district/borough officers are assisting HCC and AECOM with work on the draft.
- 4.38 It is expected that the LTP4 & GTPs will be relevant to the IDP in terms of setting the county strategy and identifying & costing potential schemes to deliver the objectives of HCC transport vision 2050 at the local level. While districts will have an opportunity to comment on public consultation drafts in due course, districts may not agree with all elements of HCC work. Where there is disagreement, this is likely to have implications in terms of risk and deliverability of schemes and projects. It may also have implications for Local Plan DtC where it involves cross agency & cross boundary working.
- 4.39 **HCC Other:**
- 4.40 An A414 Study Group is being established and is at early stage. It will involve partnership working with stakeholders including: Dacorum Borough Council; East Hertfordshire District Council; Essex County Council; Harlow Council; Hertfordshire County Council; St Albans City and District Council; and Welwyn Hatfield Borough Council. Draft objectives include:
- To help secure a broad but consistent approach to strategic planning, infrastructure and development issues across the A 414 Corridor in Hertfordshire and adjacent areas.
 - To clarify infrastructure requirements along the corridor, including those generated by cumulative impacts of growth, and co-ordinate funding mechanisms and opportunities for its delivery, such as CIL, S106 and other funding sources.
- 4.41 Draft Rail Strategy 2015. An HCC diagram indicating Top Strategic Priorities for the Hertfordshire Rail Strategy is replicated at appendix 11. The strategic priorities identified for the Midland Main Line are presented below. A link to the draft document is at: <http://hertscc-consult.limehouse.co.uk/file/3438812>

Long distance

- TOP PRIORITY - Short term: improve connections to key destinations such as Sheffield and Nottingham following completion of electrification, by lobbying for the introduction of stops in long distance services at St Albans
- Medium term: further improve connections to key destinations in the East Midlands and the north following the extension of electrification beyond Sheffield and Nottingham, and support the extension of Thameslink services
- Long term: HS2 Phase 2 may relieve capacity pressure from 2033 onwards and enhanced long distance stops at St Albans and increased capacity at other key stations as part of the post HS2 timetable development process will be lobbied for

Commuter

- **Thameslink Programme (2018) – Committed – CP5 (2014-2019)**
When fully delivered in 2018 the Thameslink Programme will significantly increase capacity through longer trains (many more at 12 car) and higher capacity rolling stock. It will also deliver increased frequencies (13tph from St Albans to London, currently 10) and improved connections (through extension of existing services to a further 100 stations in Kent, Surrey and Sussex).
- **Extension of Thameslink services – Other (possible) – CP7+ (2024 onwards)**
Electrification would allow extension of some Thameslink direct services from Bedford to Wellingborough, Kettering, Corby and potentially beyond. It would also open up a wider employment catchment for Hertfordshire by providing better transport options for workers from this area. However risk that trains could arrive full at Hertfordshire stations. HCC is supportive of any such proposal subject to detailed capacity analysis being undertaken.
- **HS2 Phase 2 (to Manchester and Leeds) released capacity – Planned (under discussion) – CP7+ (2024 onwards)**
If HS2 Phase 2 is delivered as planned by 2033, some high speed long distance services to Nottingham and Sheffield might divert to HS2 (either as direct services or by better connections at Toton), potentially allowing more services to stop at St Albans. The county council will support this, as it could deliver increased capacity

4.42 HCC have also published the following documents on their website: Traffic and Transport Data Report 2016, Hertfordshire County Travel Survey – District Profile 2015 and Hertfordshire Road Casualty Facts 2016 (based on 2015 data). A summary and links can be found at appendix 12. Probably the most directly relevant is the Hertfordshire County Travel Survey 2015 - St Albans District Profile 2015 can be found at this link: <https://www.hertfordshire.gov.uk/media-library/documents/highways/transport-planning/st-albans-2015-profile-finished.pdf> . Summary of main points:

- St Albans respondents have high levels of car ownership, which continues to increase. However they also have very high levels of bicycle ownership and this is particularly high amongst the female sample.
- St Albans respondents make more trips per day compared to the county average.
- St Albans respondents don't spend as long travelling and travel less far compared to the county average for all journey purposes.
- Commuting journeys have the same overall distance travelled but travel significantly less distance by car, compared to county figures.
- More St Albans respondents travel to work by train and more work from home compared to the county average.
- There is much less driving to education in St Albans, with more pupils travelling by sustainable modes, particularly walking and cycling.
- St Albans respondents think bus frequencies are too low.

4.43 In conclusion, a lot of transport work has been and continues to be carried out. There are many strands of work being undertaken, in many cases by stakeholder partnership working. It is important that, as far as possible, the different initiatives are compatible with each other. It is also important to ensure that the transport infrastructure schemes can be delivered in a timely manner which aligns with planned future housing and employment growth. Moving forward, it is intended that the key items will be reported to PPC as & when they reach an appropriate stage; including in future IDP update reports.

4.44 **WATER**

4.45 The IDP currently contains information listed below which relates to water infrastructure and can be found at this link:
http://www.stalbans.gov.uk/Images/SP_SLP_INFR002gInfrastructureDeliveryPlan2016Appendicespart7_tcm15-54946.pdf

- IDP Appendix 14: Water Study Project for Hertfordshire Project Brief
- IDP Appendix 15: Hertfordshire Planning Group Committee 25 May 2016- Water Study Project Update Extract
- IDP Appendix 16: Water Study Project for Hertfordshire Interim Report.

4.46 Work on the Water Study has reached an advanced stage. However, the contents of the study are not yet signed off. It is a hugely technical document and includes reference to commercially sensitive information such as water assets and investment proposals. It has involved partnership working with 16 agencies and is currently subject to sign off with all parties.

4.47 In terms of timescales, a final draft of the Water Study was issued in March 2017 and has been the subject of extensive officer/commercial stakeholder consultation which was finally concluded at the end of May. The Hertfordshire local authorities who are members of the Study received a detailed briefing on the draft study outcomes at their Hertfordshire Infrastructure and Planning Partnership meeting (HIPP) in March. A copy of the report to HIPP in March 2017 and related powerpoint is at appendix 13 and 13b.

4.48 As can be seen, HIPP noted in particular:

4.49 *That notwithstanding the fact that the purpose of the Study was not to examine in detail short term needs, the Study outcomes are of considerable value to the local plan process in that they show that, subject to appropriate future investment, no critical issues which would undermine local plan growth strategies have been uncovered, and that the fact that local authorities are taking a longer term holistic view of water infrastructure will earn them considerable credit at local plan examination.*

4.50 The main conclusions, identified in the powerpoint, include the following:

- Ensuring adequate **water infrastructure capacity is critical** to support the projected quantum of growth
- Indicative confirmation that **current growth strategies are broadly robust**

- Continued **partnership collaboration is necessary** to facilitate the development of robust long-term planning
- Remains **challenging linking long-term infrastructure planning with investment**
- A wide range of **options available**
- **Current water management and efficiency policies broadly robust** and effective, specifically related to water supply
- Complexities of catchment water systems will require range of **Phase 2 investigations** to fully clarify uncertainty and improve long-term planning

4.51 At present final revisions of this Study are being undertaken to ensure the following:

- that highly technical information, issues, outcomes and future actions covered within the Study report are presented in a way that can readily be understood by a non-technical audience without diminishing either the quality or integrity of the evidence that the Study will contain
- that the commercial and legal position of the Water Utility Companies is not in any way undermined
- that the differing requirements of each of the individual 16 study partners with their differing perspectives on water and sewage infrastructure issues are fully met in a way that does not compromise any other Study partner
- that nothing in the final support will prevent its publication in full

4.52 All the above matters are being resolved with the consultant team and it is anticipated that a final version will be issued in summer 2017.

4.53 **EDUCATION**

4.54 The IDP currently contains information listed below related to education infrastructure which can be found at this link from p19:

http://www.stalbans.gov.uk/Images/SP_SLP_INFR002qInfrastructureDeliveryPlan2016Appendicespart7_tcm15-54946.pdf

- IDP Appendix 18: Education Facilities Extract of East Hemel Hempstead Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 19: Education Facilities Extract of North West Harpenden Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 20: Education Facilities Extract of East St Albans Landowner/Developer Engagement Stage 2 Presentations and follow up report (PPC Nov 2015)
- IDP Appendix 21: HCC Education Response Regulation 19 Consultation February 2016 Appendix B
- IDP Appendix 22: HCC Meeting the Rising Demand for School Places: Primary Schools Mid- Year 2015/16
- IDP Appendix 23: HCC Meeting the Rising Demand for School Places: Secondary Schools Mid-Year 2015/16

4.55 Members may recall the HCC presentation to PPC in Sept 2016 which can be found at this link:

<http://stalbans.moderngov.co.uk/documents/b50009082/Herts%20County%20Council%20Presentation%20on%20Education%2013th-Sep-2016%2019.00%20Planning%20Policy%20Committee.pdf?T=9> .

- 4.56 An education workshop was held with HCC for PPC members and Group Leaders on 25 May 2017. A copy of the agenda; notes of meeting plus action points can all be found at appendix 14. A list of documents produced by HCC together with links can also be found at this appendix.
- 4.57 In summary, the workshop considered the following:
- St Albans Primary Schools: Need for school places; Capacity to expand existing schools; and Options for new schools or reserve sites.
 - St Albans Secondary Schools: Need for school places; Capacity to expand existing schools; and Options for new schools or reserve sites.
 - Harpenden New Secondary School Update.
- 4.58 The draft action points are as follows:
- SADC to provide the latest version of the 'postcode data' for new housing referred to at the meeting.
 - HCC will review the information contained in Appendix 3 of the DLP reps submitted in December 2016 to provide more detail regarding any primary and secondary schools that have the potential to expand. HCC in particular need to explain why any 'potential capacity' identified in comments can or cannot actually be provided.
 - HCC will clearly set out preferred sites for new primary and secondary schools and updated justification in liaison with SADC. HCC will need to bear in mind the high evidential bar required to justify selections at an Examination.
 - HCC to provide 'heatmaps' demonstrating primary school need & school catchments, as existing & proposed options.
 - HCC to provide information regarding timescale / delivery / cost / funding of new school places.
 - SADC as local planning authority to advise the County Council what further information is necessary to assist them in identifying school sites in their local plan.
 - SADC to provide a timeline of when they wish to receive this information set within a wider timetable for the local plan.
 - Proposed future work shop at an appropriate point in time as work is sufficiently progressed/completed. Circa 6-12 months.
- 4.59 Moving forward, work will be undertaken to take forward the action points. It is anticipated that a future workshop with HCC will be arranged when work is sufficiently progressed/completed, in circa 6-12 months.

Conclusion

- 4.60 Work on the Transport, Water and Education aspects of the IDP has been underway and is continuing. Broadly speaking, good progress is being made. The different strands of work outlined above, once completed, will provide the basis for an update to the IDP.

- 4.61 Much of the work has involved stakeholder partnership working, which has its challenges, but overall assists in developing shared vision, investment priorities & funding bids. Much of the work affects geographic locations which are wider than the district boundary and has implications for / assists with DtC.

5. **Implications**

This table provides a short statement of the impact of the recommendations in this report and/or a reference to the relevant paragraph/s in the report.

Will this report affect any of the following?	Yes/No	Impact/Reference
Vision and Priorities	N	
Policy	Y	IDP underpins the SLP and DLP policy.
Financial	N	Not at this stage
Impact on the community	N	
Legal and Property	N	
HR/Workforce	N	
Risk Assessment	N	
Environmental Sustainability	N	
Health and Wellbeing	N	

6. **Further Information/Appendices**

- 6.1 Previous PPC papers can be found at this link:
<http://stalbans.moderngov.co.uk/ieListMeetings.aspx?CId=459&Year=0>
- 6.2 Appendix 1: Further Transport Evidence Base Work - Task 4 Report Part 1
- 6.3 Appendix 2: Further Transport Evidence Base Work - Task 4 Report Part 2
- 6.4 Appendix 3: Further Transport Evidence Base Work - Task 5 Proformas (to follow)
- 6.5 Appendix 4: Maylands Growth Corridor Study – Commission Overview
- 6.6 Appendix 5: Maylands Growth Corridor Study – Progress Meeting 9
- 6.7 Appendix 6: Maylands Growth Corridor Study – Progress Meeting 10
- 6.8 Appendix 7: North St Albans Transport Work March 2017 with Officer Comments
- 6.9 Appendix 8: Extract HCC COMET progress slide from IDP Appendix 12
- 6.10 Appendix 9a: Draft Transport Vision 2050 Consultation Response
- 6.11 Appendix 9b: Transport 2050 – Map of Major Scheme Options; Transport Vision 2050 – A414 Future Corridor Improvements

- 6.12 Appendix 10: GTP - Recommended Locations of Growth and Transport Plans & GTP Stages of Development
- 6.13 Appendix 11: Top Strategic Priorities for the Hertfordshire Rail Strategy
- 6.14 Appendix 12: List & Links - Traffic and Transport Data Report 2016, Hertfordshire County Travel Survey – District Profile 2015 and Hertfordshire Road Casualty Facts 2016 (based on 2015 data)
- 6.15 Appendix 13a: Water Study HIPP Report 22 March 2017; 13b: Arcadis Powerpoint to HIPP meeting March 2017.
- 6.16 Appendix 14a: Education Workshop: Draft Agenda/Position including List of Education Documents with links; 14b Draft Note of Meeting and Action Points.
- 7. **Background Papers - Local Government (Access to Information) Act 1985**

Bibliography

Custodian

File Location

<u>Bibliography</u>	<u>Custodian</u>	<u>File Location</u>