

Examination of the East Herts District Plan 2011-2031: Stage 2 hearing sessions

Statement of Stevenage Borough Council

Chapter 12 – East of Stevenage (Policy EOS1)

1. *How and why was the allocated site chosen ahead of other potential options particularly having regard to Green Belt boundaries, landscape character and demands on infrastructure?*
- 2.1. The East of Stevenage (Gresley Park) site allocation proposes 600 homes on the edge of Stevenage. Whilst Stevenage Borough Council (SBC) does not object to this allocation in principle, our previous representations did raise some concerns around the design of the site and how it minimises its impact in terms of its removal from the Green Belt.
- 2.2. The Borough Council has been clear in its discussions with East Hertfordshire District Council (EHDC) that the existing tree belt running along the western edge of the site (adjacent to Gresley Way) should be retained as far as possible in order to reduce the impact of development. Appendix 1 contains the minutes of a meeting held between SBC, EHDC and the potential developers of the site, within these minutes, a clear agreement is reached between SBC and EHDC that the site should remain enclosed, with openings to access the site only.
- 2.3. The Stevenage Landscape Sensitivity Study (2006) identified the site as having potential for development, but one of the key recommendations of this study (p30) was that the existing historic hedgerows within and around the site should be retained (see Figure 1). Although this study is not recent, the situation remains the same in this area and the recommendations within it should be adhered to.
- 2.4. The importance of the surrounding trees/hedgerows is also noted in the East of Stevenage Settlement Appraisal (SSS/010), which states that *'the existing urban edge of the town is well-screened by a bund and established tree line. Where this has to be 'punched through' to create the new access points, special attention could be given to how this occurs without reducing this barrier, whilst also facilitating a visual connection between the site and the wider countryside.'*
- 2.5. Assessment against the SA Objectives, within Chapter 9 of SSS/010, also recognises the potential of these hedgerows and woodland belts to accommodate wildlife and recommends their retention and positive management in terms of mitigation.

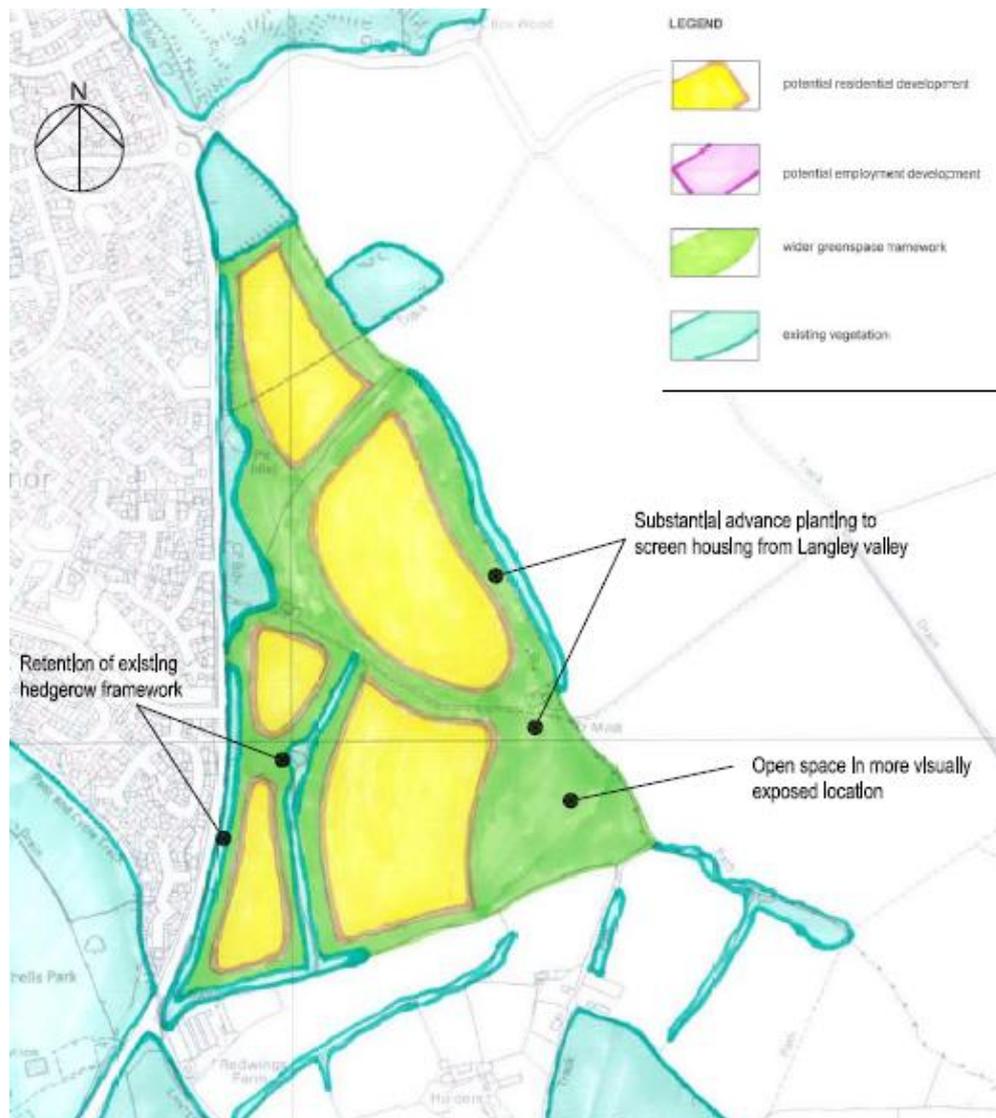


Figure 1: Specific essential landscape mitigation measures identified in the Stevenage Landscape Sensitivity Study.

2.6. The Borough Council is concerned that there is currently nothing within Policy ES01 to protect these hedgerows. Without this level of protection, the site cannot be considered 'suitable' for development and would not accord with the recommendations of the SA, it cannot, therefore, be considered the most appropriate strategy.

2.7. An additional criterion is proposed within Policy ES01 to ensure the hedgerows are retained as follows:

'The retention, and enhancement where required, of the existing hedgerows within and around the site. Hedgerows should only be punctuated where access into the site is required.'

2.8. The principle of this additional criterion has been agreed between SBC and EHDC within a recently signed Memorandum of Understanding (MoU) (ED141). This would resolve SBC objections in relation to this issue.

2.9. SBC also feel strongly that the Policy should make specific reference to the Borough Council under Criterion II. Whilst the site is entirely within the EHDC authority area, it will effectively become an extension to the Stevenage urban area. As such, it is essential that the Borough Council is fully involved as a key stakeholder within the Masterplanning process. Although this is acknowledged within paragraph 12.1.4 of the supporting text, specifying this within the Policy would provide SBC with an assurance that the joint working and discussions that have been undertaken successfully so far will continue once the District Plan is adopted. The following amendment is proposed to Policy ES01:

II.landscape and heritage assets; and other relevant matters, will be collaboratively prepared, involving site promoters, landowners, East Herts Council, Stevenage Borough Council, town and parish councils and key stakeholders....”

2.10. The Borough Council would question whether the Gresley Park site is the most appropriate for meeting the identified needs for Travelling Showpeople. The Gypsies and Travellers and Travelling Showpeople Accommodation Needs Assessment Update (HOP/005) identified that 5 permanent pitches for Gypsies and Travellers and 9 plots for Travelling Showpeople should be provided in the district for the period up to 2033. However, paragraph 14.10.8 of the District Plan recognises that *‘All of these plot requirements arise from the Rye House site, which is fully occupied with no room for expansion’*. As such identifying a site on the edge of Stevenage, over 15 miles away, may not be the most sustainable option.

2.11. The Gresley Park site was not considered as part of the 2014 Gypsies and Travellers and Travelling Showpeople Identification of Potential Sites Study (HOP/007), which recognises the need to provide sites that *‘fit with needs’* (para 6.12.4) to ensure sites are provided in the right locations, so they do not remain unused, whilst needs still exist elsewhere. We have not found any evidence to demonstrate how the site was selected in terms of it being the most suitable location to meet these needs, when compared to alternative options.

2. Is it deliverable, having regard to the provision of the necessary infrastructure and facilities?

2.12. Whilst Stevenage Borough Council does not object to this allocation in principle, we are keen to ensure that sufficient infrastructure is provided to serve the site.

2.13. The Borough Council has a number of concerns, which it feels require amendments to the wording of the District Plan in order to be adequately addressed. These relate to the following issues:

Secondary school provision

2.14. In Chapter 12 of the District Plan, paragraph 12.2.3 specifically states *that 'Secondary education will be provided at the new school planned for the nearby former Barnwell East Secondary School site'*, a currently unused school within Stevenage, allocated within the Stevenage Borough Local Plan (SBLP) to be bought back into use to meet secondary school needs.

2.15. Representations made by Hertfordshire County Council (HCC) to the SBLP Examination confirmed that the secondary education provision being made by the Plan was appropriate, but that a small deficit in supply would result. SBC were not asked to provide further secondary school provision, as the deficit was not large enough to justify a completely new school. Instead it was confirmed by HCC that this deficit should be met by a new 8FE secondary school in North Hertfordshire.

2.16. In these representations, it was made clear that this approach would meet the needs of Stevenage and NHDC, but no mention was made of any needs resulting from EHDC growth. Stevenage Borough Council would request confirmation that an 8FE school in NHDC, along with the expansion of existing secondary schools in Stevenage and the reopening of Barnwell East (as allocated in the SBLP), would be sufficient to meet the needs of the Gresley Park site in addition to those of SBC and NHDC, to ensure a school of an appropriate size is being sought to meet all of these needs.

2.17. Whilst work and discussions are ongoing between SBC, EHDC, NHDC and HCC in relation to this issue, a site to accommodate this new secondary school in NHDC has not been allocated in the North Herts Local Plan. HCC have outstanding objections to this Plan due to the lack of secondary school provision north of Great Ashby. Accordingly, at present, it remains uncertain whether there is an agreed solution to this issue, and as such, we cannot be certain that a new secondary school is not required within EHDC to serve the Gresley Park development.

2.18. A recent site search undertaken by HCC (appended to this statement) scored Gresley Park favourably in terms of its potential to accommodate a new secondary school, second only to land north of Great Ashby (site NH6), as such its allocation for housing should be subject to a sound resolution to meeting secondary school needs being confirmed.

2.19. If it can be confirmed that sufficient secondary school capacity is/will be available without the need for additional provision within East Herts, the Borough Council would request that the final sentence of paragraph 12.2.3 is replaced with the following text: “... Sufficient secondary education will be provided via new secondary schools within the Stevenage Education Planning Area to serve this development”, to remove the specific reference made to the Barnwell East site. The principle of this amendment has been agreed between EHDC and SBC within the MoU (ED141).

Neighbourhood centre

2.20. SBC welcomes the requirement for a neighbourhood centre within Policy ES01 (criterion g). This accords with the neighbourhood centre principles of Stevenage, as a New Town, and ensures the development will make provision for its needs, rather than placing undue reliance on facilities within the Borough.

Mobility and access

2.21. The site is functionally attached to Stevenage and requires a joint approach to masterplanning and mobility between Stevenage Borough Council, East Hertfordshire District Council and Hertfordshire County Council. To this end, SBC and EHDC have agreed in the Memorandum of Understanding (ED141) that “the site will be designed in accordance with the Stevenage Mobility Strategy.”

2.22. The Stevenage Mobility Strategy, accords with national policy, Hertfordshire County Council’s Vision 2050 (TRA/003) and has been agreed by Hertfordshire County Council. It will form an appendix to the Stevenage Borough Local Plan, see Appendix 2, extract of Stevenage Borough Local Plan Proposed Main Modifications, pages 37-42. The Strategy *“steers away from the historic, and now contra-policy, predict and provide car commuter peak as a proxy for transport and Mobility. Instead of prioritising road building schemes to satisfy a theoretical short lived car commuter demand, the strategy is to design for and prioritise Mobility as a whole. It is to create even more attractive choice in movement than already exists, committing funds to physical improvements to the higher capacity cycle network, ..., invest in public transport and make huge inroads in influencing behaviour by significant funding of new measures to promote and use the mobility options that already exist and will improve”* (extract, page 37).

2.23. The Strategy places a high emphasis on active travel (cycling and walking). *“Stevenage Borough Council will place a high priority on active travel. For the purpose of this local plan and beyond, it will plan on the basis that the proportion of travel by*

active travel will increase, that commuter demand will remain broadly static and therefore that the proportion of travel by car driver will decrease. The strategy is to further encourage this shift through the creation of an active travel / car differential whereby it is more attractive to cycle for short journeys than drive. The existence of the extensive, segregated cycle infrastructure means that Stevenage is better equipped than many towns to facilitate safe and convenient cycling and encourage this change in emphasis” (extract, page 38).

- 2.24. To accord with the Stevenage Mobility Strategy, the focus of any mitigation for the site needs to be on prioritising active travel and sustainable travel and not catering for the convenience of the car commuter.
- 2.25. To reflect the agreed commitment with East Hertfordshire that the site will be designed in accordance with the Stevenage Mobility Strategy, and the approach agreed with Hertfordshire County Council for sites in and adjoining the urban area of Stevenage to be designed in accordance with the Stevenage Mobility Strategy, Stevenage Borough Council request that Policy EOS1 III, criteria (h) is amended to read as follows; “access arrangements and highways and wider strategic mitigation measures, including any improvements to the A602/Gresley Way junction and other local roads as necessary, in accordance with Stevenage Mobility Strategy.”
- 2.26. The Borough Council is keen to continue working effectively with EHDC, HCC and the site promoters to establish the best approach to the three vehicular accesses to the site. SBC’s expectation is that these accesses will be controlled in such a way to be consistent with the Stevenage Mobility Strategy. We expect access provided for active travel and public transport access into, and out of the site, with consideration being given to one of the accesses being dedicated to active travel and public transport access, to provide priority for these more sustainable forms of transport.
- 2.27. Turning to active travel (cycling and walking), in this location, there is an identified need for a new high quality cycle route along Gresley Way between Six Hills Way and Fairlands Way, including links to Six Hills Way (see Appendix 3, extract of Stevenage Infrastructure Delivery Plan and Appendix 4, Stevenage Cycle Map). The extension to Stevenage creates the opportunity to provide much improved linkages, particularly along Gresley Way connecting into the Stevenage walking and cycle network, linking to the town centre and public transport interchanges.
- 2.28. EHDC and SBC agree in the MoU (ED141), that Policy EOS1, criterion (i) should be amended to require “the provision of a high quality cycle route along Gresley Way, between Six Hills Way and Fairlands Way, including links to Six Hills Way”. We propose the criterion will therefore read:

(i) sustainable transport measures which encourage walking and cycling through the site, including:

- the provision of a high quality cycle route along Gresley Way, between Six Hills Way and Fairlands Way, including links to Six Hills Way;
- the provision of ...

2.29. In addition, SBC request a consequential amendment to the supporting text at para. 12.2.4 to reflect the provision of the new active travel route (cycling and walking) along Gresley Way. The following supporting text is suggested: “... of the network. A new high quality active travel (cycling and walking) route will be provided along Gresley Way, between Six Hills Way and Fairlands Way, including links to Six Hills Way. Cycle and foot links ...”

2.30. The Borough Council requests a consequential amendment to para. 12.2.5 to refer to the Stevenage Mobility Strategy which prioritises active travel (cycling and walking) and sustainable travel. The following supporting text is suggested at the start of the para; “The focus of any mitigation for the site is to be on prioritising active travel and sustainable travel. Where mitigation is will be required on the highway network, including improvements to the Gresley Way/A602 junction and other local roads as necessary, this will be designed in accordance with the Stevenage Mobility Strategy. ...”

2.31. Overall in line with the Stevenage Mobility Strategy, we are seeking the focus of any mitigation for the site to be on prioritising active travel and sustainable travel and not catering for the convenience of the car commuter.

2.32. In relation to the Travelling Showpeople allocation within the Gresley Park site, the supporting text and policy does not contain any specific requirements for access arrangements to the travelling showpeople site and refers to Policy HOU9. From the Key Diagram, Site Location and Strategy Diagram for East of Stevenage, it is not clear exactly where the provision will be made within the site allocation, or that the site is suitable in terms of vehicular access to the highway, parking, turning and road safety. We would question whether work has been undertaken to demonstrate that the proposed location within Gresley Park has suitable access arrangements? This is particularly important for this use which will involve manoeuvring large slow moving vehicles into and out of the site.

Appendix 1: Notes of meeting between SBC, EHDC and Pigeon

East of Stevenage Initial Developer / Officer Meeting

Thursday 11th June 2015

Wallfields, East Herts

Rob Snowling – Principal Planning Officer, Pigeon (RS)
Simon Butler- Finbow – Planning Director, Pigeon (SBF)
Richard Jones – Planning Manager, Stevenage Borough Council (RJ)
Caroline Danby – Principal Planning Officer, Stevenage Borough Council (CD)
Jenny Pierce – Principal Planning Officer, East Herts (JP)
Isabelle Haddow – Senior Planning Officer, East Herts (IH)

Introduction

JP outlined that this meeting is taking place as this site is being re-assessed as part of the East Herts District Plan process, although no decisions have been made at this stage over its inclusion in the emerging District Plan. The next stage is to hold a stakeholder engagement meeting where all partners will meet to discuss the site and particular issues.

Planning Policy Update:

EHDC is progressing with the District Plan and is currently awaiting further evidence and technical studies including transport modelling, the SHMA, SHLAA, and the Green Belt review. As five year land supply is a key area of concern other potential sites for development that have previously been discounted are being re-assessed. EHDC is anticipating a Regulation 19 consultation to take place late 2015/early 2016.

Stevenage is progressing with their Local Plan. A Strategic Housing Numbers consultation is going out from June – July 2015. Stevenage can meet their housing need within its own boundaries and is looking at town centre redevelopment. Stevenage is working towards a Regulation 19 consultation Winter 2015.

Technical Update:

Pigeon has completed a number of technical surveys to demonstrate deliverability including ecology, archaeology, drainage and flood risk, traffic and access. No major issues have arisen however this work has shaped the concept masterplan particularly the topography, access and tree belts.

Concept Masterplan:

- Access: the proposed access points are from Gresley Way; three have been created, the third a bus only Sustainable Transport route. JP mentioned that the transport modelling only takes account of two access roads currently and therefore may need to be updated; this can be discussed at the stakeholder engagement meeting with HCC. RJ raised a concern about the need to retain the tree line along Gresley Way. The PROW on site has been considered as part of the masterplan and integrated as part of the plan.

- Housing: Stevenage would welcome a mixture of housing type on site with some aspirational dwellings. JP and RS commented that this site is likely to relate to Stevenage despite being in East Herts and serving East Herts' housing numbers/need. SBF explained that Pigeon can be responsive to housing requirements and need. Discussion occurred around self-build. Pigeon are happy to consider this as an option. SBC have not seen any demand for self-build sites. East Herts has seen an interest with a rising number of enquiries into self-build, custom-build and starter homes.
- School provision: A 2FE school with pre-school has been included as part of the concept masterplan. Further discussions will be necessary with HCC to ensure the proposed size is adequate. This will come forward on a modular basis (phased). Land in the centre of the site is preferred alongside other community uses and the landform is suitable for this land use.
- A community hub and centre has been included with community buildings and services. SBF questioned whether the outlined 6,000- 7,000 square foot shops are adequate. RJ welcomed these facilities but wouldn't want this site and facilities to be a destination but rather to service the population on site. Also, RJ commented welcomed a visual connection between the proposed school site and community facilities/shops.
- Delivery Partners: SBF discussed the possibility of external partners delivering the community facilities and housing on site. JP raised a concern that this can lead to deviating from the proposed masterplan scheme and design. SBF explained that from other examples, a design code creates the environment and the housing deliverers focus on their plots and fit in with the context surrounding them. SBF used the Thetford scheme as an example of where this has successfully worked.
- Gypsy and Traveller provision: JP asked about the potential to deliver gypsy and traveller pitches on this site. Stevenage identified that they may not welcome this as there are other proposed pitches in close proximity to Stevenage and would not want an over concentration surrounding the urban area. SBF commented that this could be possible, although it may affect the surrounding housing tenure and marketing of the site. Pigeon may prefer off-site provision as they own other land across the District and are willing to discuss this further.
- Impact upon countryside: East Herts and Stevenage officers agreed that due to the mature tree coverage, the site should remain an enclosed site with openings at particular points of access. The topography of the site slopes to the east of the site and therefore has the potential to have a major visual impact upon the countryside and villages to the east and south of the site. The tree belts therefore play an important role in mitigating any impact upon the open countryside. SBF suggested that any visual impact would be short term as planting would mature over time and provide more screening.
- SuDS: RS explained that the site contains a SuDS and SWALE system on site but is not a full SuDS scheme as it is possible to plug into the existing network. There were two options for managing waste water and sewerage, including a possible pumping station located in the east of the site to pump up to the existing network. Underlying geology of chalk and overlaying clay required different approaches to SuDs.
- Horse and pony route: Stevenage officers raised the horse and pony route, it may be necessary to identify the route and potentially include it as part of the site.

Appendix 2: Stevenage Mobility Strategy, pages 37-42

MM88	195	Appendix B: Mobility Strategy	<p>Insertion of a new appendix after Appendix A, entitled Mobility Strategy and consisting of the Stevenage Mobility Strategy as set out in ED127, Transport Technical Paper, chapter 4.</p> <p><u>This Mobility Strategy for Stevenage makes commitments to tried, tested and innovative initiatives in Mobility and Behaviour, that do not just mitigate the demands from the Local Plan growth but will accelerate the more efficient use of transport infrastructure within the town. It enables growth, not just for this Local Plan but beyond, with a reduced reliance on the car and more active and integrated communities.</u></p> <p><u>It steers away from the historic, and now contra-policy, predict and provide car commuter peak as a proxy for transport and Mobility. Instead of prioritising road building schemes to satisfy a theoretical short lived car commuter demand, the strategy is to design for and prioritise Mobility as a whole. It is to create even more attractive choice in movement than already exists, committing funds to physical improvements to the higher capacity cycle network, which can be up to seven times more effective in terms of unit road space compared with car use, invest in public transport and make huge inroads in influencing behaviour by significant funding of new measures to promote and use the mobility options that already exist and will improve.</u></p> <p><u>The commuter peak periods are the times of the day when the highway network is under the most pressure. The National Travel Survey (NTS) shows that in the AM peak hour (08:00- 09:00), 25% of all movement is for commuting and business purposes and 50% is associated with education⁽¹⁾. Therefore, three quarters of all movement in the AM peak hour are focussed on just these two activities. In the PM peak hour (17:00-18:00), over 40% of all movement is associated with these purposes.</u></p> <p><u>In addition to this, Stevenage has a high level of internalisation of jobs, with many local residents taking up available jobs in Stevenage. Therefore, commuting distances will be short for many residents. A high proportion of all trips, not just commuter trips, are less than 5 miles.</u></p> <p>Figure 4.1 – Propensity to Increase Active Travel for Short Trips (as ED127, page 15)</p> <p><u>Given this, the strategy is to be cognisant of these trip purposes and to target in particular short trips made by car that could easily be made by active travel and public transport instead.</u></p> <p><u>Active Travel Strategy</u></p> <p><u>Existing Situation</u></p> <p><u>Stevenage's cycle network was modelled on Dutch infrastructure and by the 1970s, when the network was finalised, Stevenage was held up as proof that the UK could build a Dutch-style cycle network.</u></p>
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1 National Travel Survey Table NTSS0502 Trip Start Time by Trip Purpose (Monday to Friday) England

		<p><u>Stevenage's good active travel infrastructure can easily become excellent with further investment. The cycle routes have the capacity to accommodate significant movement by bicycle, becoming material economic conduits for movement. Appendix i is the cycle map of the whole Stevenage network. (Stevenage Cycle Route Network map to be inserted at the end of the Mobility Strategy, as ED127, final page).</u></p> <p><u>Proposed Strategy</u></p> <p><u>Stevenage Borough Council will place a high priority on active travel. For the purposes of this Local Plan and beyond, it will plan on the basis that the proportion of travel by active travel will increase, that commuter peak car demand will remain broadly static and therefore that the proportion of travel by car driver will decrease.</u></p> <p><u>The strategy is to further encourage this shift through the creation of an active travel /car differential whereby it is more attractive to cycle for short journeys than drive.</u></p> <p><u>The existence of the extensive, segregated cycle infrastructure means that Stevenage is better equipped than many towns to facilitate safe and convenient cycling and encourage this change in emphasis.</u></p> <p><u>In Hertfordshire, it has been estimated that 63% of all journeys are less than 5 miles. Not only has Stevenage been designed with cycling in mind, but the majority of trips are of a distance that can comfortably be accommodated by a choice of means of mobility.</u></p> <p><u>The strategy will focus on the following aspects:</u></p> <ul style="list-style-type: none"> <u>- Cycle Strategy: an up to date cycling strategy will be prepared for Stevenage that will set out the strategy, measures and timescales for implementation. The strategy will consider all potential cycle trip purposes, including commuting, cycling to school and recreational cycling.</u> <u>- An upgraded cycle network: the highest priority for investment will be the upgrade of the existing cycle network, which has suffered from a historic lack of investment. This will include improved surfacing, improved lighting, addressing missing links in the network and changes to priority where cycleways meet the highway in order to create continuous routes. In accordance with Policy IT5 of the Local Plan, developers will be required to provide safe, direct and convenient routes within the development, and link to existing cycleway and pedestrian networks.</u> <u>- Wayfinding: the former active travel Wayfinding Strategy that was developed, but not implemented, will be reviewed and updated where necessary. An Action Plan for its implementation will be included in the updated Cycle Strategy.</u>
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		<p>: Cycle Storage: a review of existing cycle parking available to the public within Stevenage will be undertaken. The review will identify any gaps in existing cycle parking provision in terms of appropriate locations at trip ends as well as the quality of cycle parking. In addition, in accordance with Policy IT5 of the Local Plan, developers will be required to provide secure cycle parking as part of any development coming forward.</p> <p>: Cycle Training: Positive actions to influence behaviour are education in, and awareness of, opportunities, including the opportunity to make best use of the active travel infrastructure. Cycle training, including for those of an early age, will help to broaden horizons and provide confidence.</p> <p>Public Transport Strategy</p> <p>Existing Situation</p> <p>Public transport (buses and trains) is well used in Stevenage. Approximately 6% of travel to work is by bus, and 7% by train. However, the existing bus and railway station have been underinvested for some time and require an upgrade in provision. The bus-rail transfer is currently relatively poor as the existing bus station is not located adjacent to the railway station to provide a seamless interchange.</p> <p>Proposed Strategy</p> <p>As part of the regeneration of the Town Centre it is proposed to close the existing bus station and replace it with new bus interchange at the railway station. It is also proposed to significantly improve bus connections into and through Stevenage, which will enable more employees in the town centre and Gunnels Wood employment area easily access their place of work.</p> <p>Through the Thameslink expansion, Stevenage will be directly connected, by fast services, to the heart of central London and a variety of destinations south of London, including Gatwick Airport. Services will also stop at Farringdon for easy connections onto the Elizabeth Line (i.e. Crossrail) to Heathrow, Canary Wharf and beyond. With new trains on both commuter and intercity services, by 2018 there will be a step change in the accessibility and attractiveness of travel by rail to/from Stevenage. The Local Plan identifies (Policy TC4 iv) a proposal for a radically improved new Stevenage railway station, with National Rail having plans for a 5th platform, as part of a broader central area regeneration scheme. This will also help to drive a shift in travel onto rail.</p> <p>Car Parking Strategy</p> <p>Proposed Strategy</p>
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		<p><u>Parking is no longer a stand-alone issue, but has become a key aspect of both transport and land use planning. Control over the availability of parking spaces is a key policy instrument in influencing car trips. The supply and pricing of car parking has a fundamental influence on the way people travel. Research has shown that even where good alternatives to the car exist, if cheap and convenient car parking is available then people with access to a car will tend to choose this mode of travel.</u></p> <p><u>The 2004 Parking Strategy will be updated as part of the development of the Stevenage Mobility Strategy as a tool for encouraging greater activity in the town centre whilst minimising the demand for commuter car parking.</u></p> <p><u>Stevenage Borough Council will take the lead in this by critically reviewing and managing its own staff car parking strategy.</u></p> <p><u>Car Sharing</u></p> <p><u>Existing Situation</u></p> <p><u>Hertfordshire County Council currently operates a Liftshare car-pooling scheme, which has over 1,000 members.</u></p> <p><u>Proposed Strategy</u></p> <p><u>Stevenage Borough Council will develop car-pooling within the Stevenage community, and expect new development, where appropriate, to invest in the development and encouragement of this type of mobility. It will stay abreast of the significant emerging European research in this field, and seek the implementation of the most effective elements of this growing, and particularly socially inclusive, method of mobility.</u></p> <p><u>Workplace Travel Planning</u></p> <p><u>Existing Situation</u></p> <p><u>2011 Census data provides an insight into the main modes of travel for people working in Stevenage. This shows that 69% of people who work in Stevenage drive a car, 11% travel by public transport and 13% walk or cycle.</u></p> <p><u>Figure 4.2 – Mode of Travel to Work for People Working in Stevenage (2011 Census). (as ED127, page 19)</u></p> <p><u>The Hertfordshire 2015 Household Survey provides a useful insight into how far people travel to work and by which mode. Of particular interest are those trips that are under 3 miles, and therefore have the easiest potential to be made by sustainable modes. Figure 4.3 illustrates the mode share of journeys to work under 3 miles.</u></p>
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		<p><u>Figure 4.3 – Mode of Travel for Journey to Work Trips under 3 miles (as ED127, page 19)</u></p> <p><u>The survey showed that 22% of journeys to work in Hertfordshire are within 3 miles and that over half (52%) of these journeys are made by car. There is a significant potential for mode shift for these short trips to be made by active travel, public transport or more efficient use of the car.</u></p> <p><u>Proposed Strategy</u></p> <p><u>Gunnels Wood, between the A1(M) and the town centre, is by far the largest employment site in Stevenage. The area is made up of a large range of businesses, from small and medium businesses through to some very large employers including GlaxoSmithKline (GSK) and MBDA. Around 19,000 employees work on the estate for approximately 300 different businesses and it is set to intensify as part of the Local Plan.</u></p> <p><u>The concentration of this many people, makes it an ideal area to target travel behaviour change through a range of travel planning measures. Major employers in this area, including GSK, are already part of the SmartGo Stevenage scheme, which offers a range of travel benefits and services to help make travel cheaper and easier for employees.</u></p> <p><u>The strategy is to concentrate infrastructure and behavioural influence initiatives in these concentrated areas of employment, which include the Council office in Stevenage. There are some significant mobility benefits to be had in this way, and a strong evidential basis already in the UK for the effectiveness of this.</u></p> <p><u>Education Travel Planning</u></p> <p><u>Existing Situation</u></p> <p><u>With regards to education trips, the Hertfordshire 2015 Household Survey shows that 40% of trips (all school ages) are made by car and the remaining 60% by non-car modes.</u></p> <p><u>Figure 4.4 – Mode of Travel for Education Trips (All School Ages) (as ED127, page 20)</u></p> <p><u>Short car trips have the greatest propensity to change to active travel. The short educational trips (under 3 miles) make up the vast majority of education related trips (over 70%) and, 30% of these are currently made by car. Therefore, any shift away from the car for these trips would have a positive effect on travel, particularly in the morning peak period.</u></p> <p><u>Figure 4.5 - Mode of Travel for Education Trips under 3 miles (as ED127, page 21)</u></p> <p><u>Proposed Strategy</u></p>
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			<p>The Transport Strategy for Stevenage will focus on encouraging a change in behaviour away from the car for education trips. There is a good evidential base^[2] for the effectiveness and benefits of education related interventions on school related travel, to the extent that positive behavioural initiatives can have a substantial effect on the propensity to travel to school by healthy and sustainable means. The strategy is to promote a plethora of measures, including:</p> <ul style="list-style-type: none"> • <u>Development and enforcement of School Travel Plans;</u> • <u>Bikeability cycle training in schools; and</u> • <u>Continued development of education facilities within easy access by non-car modes.</u> <p>Highway Network Management</p> <p>Proposed Strategy</p> <p><u>For car travel in Stevenage to be sustainable, many people will need to travel by other means. It is unrealistic to expect traffic to flow unimpeded at peak times, or to design to accommodate that desire.</u></p> <p><u>The strategy is to prioritise delivery of the overall mobility network. In some cases, that might mean reallocation of road space between modes, and this may include junction or road improvements.</u></p> <p><u>In terms of traffic capacity, the Council will identify pinch points on the network in the first instance, and prioritise funding for road capacity improvements to relieve those pinch points in the context of the overarching mobility strategy. The IDP identifies the pinch points currently forecast by the traffic modelling exercise and assigns costs and priorities to those measures.</u></p>
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Table MM88

Mod Ref	Page	Policy / Paragraph no.	Main Modification
MM89	195	Appendix B	Delete Appendix B Residential car parking standards.

Table MM89

² DfT Modeshift STARS: NICE Guidance "What can local authorities achieve by encouraging walking and cycling"; Living Streets "Making the Case for Investment in the Walking Environment, A Review of the Evidence"

Appendix 1: Schedule

The schedule below sets out the infrastructure schemes and requirements that have been identified in this Infrastructure Delivery Plan. Their relative importance is highlighted in the third column as Critical (C), Essential (E) and Desirable (D).

(Relevant parts of) the local plan cannot proceed without Critical schemes. Essential schemes are deemed required to support the levels of growth but the plan could proceed without absolute certainty of their delivery. Schemes in these two categories are shown white. 'White' schemes which are considered to also be required as a result of background growth and / or local plan growth in North Hertfordshire or other areas are marked with an asterisk (*) in the third column.

Desirable schemes would support general aspirations that would deliver improvements, or are not directly linked to the growth levels being considered for the local plan. It is considered unlikely that new development would be required to bear the total costs of these schemes, albeit they may be required to contribute. Schemes that solely address pre-existing issues are marked "n/a". Schemes in these two categories are shaded grey.

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
MOBILITY									
Active Travel (walking and cycling)									
Existing Active Travel Network Improvements	Transport Strategy	E	Ongoing	SBC	£3m	Y	£3m	S106 and CIL	Upgrade the existing cycle network, which will include but not be limited to improvements to: <ul style="list-style-type: none"> • Surfacing; • Lighting; • Refurbishment of underpasses • Address missing links in the network;

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
									<ul style="list-style-type: none"> • Priority for cyclists where the cycle network meets the highway network; • Wayfinding; and • Cycle parking (including Town Centre and railway station)
Education, Monitor and Manage Fund	Transport Strategy	E	Ongoing	SBC/HCC	£0.5m	Y	£0.5m	S106 and CIL	
Traffic Order Review and sign upgrading	Local Transport Plan	D	On going. Some work complete.	HCC	TBC	TBC	£0		No change
Toucan Crossing - Great Ashby Way	Urban Transport Plan	D	2017/18	HCC	TBC	Y	£0	In HCC Forward Programme.	No change
Zebra Crossing - Argyle Way	Urban Transport Plan	D	TBC	HCC	TBC	Y	£0	In HCC Forward Programme.	No change
Signage improvements	Urban Transport Plan	D	On going	HCC	TBC	Y	£0	Funding agreed in principle by HCC. To be confirmed in May 2015.	No change

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Walking bus scheme	Urban Transport Plan	D	TBC	HCC	£160,000	N	£0.16m	No funding identified	Function of the Transport Access and Road Safety Group (TARS) at HCC who liaise with schools.
Cycle route - connections to new developments / integration with existing networks	UTP	E	In line with dev't	HCC	TBC	Y	£1.25m	Developer contributions	No change
Review the cycle-way network	UTP	D	On going	HCC	£300,000	Y	£0	In HCC Forward Programme.	No change
Improve maintenance, signing and markings on cycle network	UTP	D	2016	HCC	TBC	TBC	£0	To be delivered during 2015/16	No change
Cycle route - Stevenage to Hitchin	Inter Urban Route Strategy	D	TBC	HCC	£1-2m	N	£1m	No funding identified. Assume 50% of cost to be met.	No change
Cycle routes - Welwyn to Stevenage	Inter Urban Route Strategy	D	TBC	HCC	£1-2m	N	£1m	As above.	No change
Cycle route - Gresley Way between Six Hills Way and Fairlands Way including links to Six Hills Way	Urban Transport Plan	D	TBC	HCC	£250,000	Y	£0.25m	Contained within LEP Growth Plan though project-specific funding not yet confirmed.	No change

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Cycle route - Fairlands Way to Great Ashby Way including link to Martins Way	Urban Transport Plan	D	TBC	HCC	£700,000	Y	£0.7m	Contained within LEP Growth Plan through project-specific funding not yet confirmed	No change
Cycle route - St George's Way including two surface level crossings (at grade)	Urban Transport Plan	E	2020	HCC/SBC	£600,000	Provisional	£0	Growth Deal 3, approved by LEP board in principle but will be subject to final approval.	Status changed to "essential" given proximity to the town centre. Approved in principle by LEP board on 15 December, Growth Deal 3 announced in February. New governance to oversee delivery of regeneration scheme will be worked up with LEP and DCLG and will need to be in place before drawing down.
Targeted cycle hire	Inter Urban Route Strategy	D	TBC	HCC	£250,000	N	£0.25m	In LEP Growth Plan, project specific funding not confirmed.	No change
Other Sustainable transport									
Car sharing and car club schemes	Urban Transport Plan	D	On going	HCC	£70,000, plus cost per annum £40,000	Y	£0	Ongoing LTP funding (countywide)	No change

Appendix 4: Stevenage Cycle Map

