

**DACORUM CORE STRATEGY
EXAMINATION IN PUBLIC**

Hertfordshire County Council (Env) Representor No. 502874

**Written submission in relation to Issue 3: Accessibility
Wednesday 10 October 2012**

September 2012

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Hertfordshire County Council (502874)

1. Introduction

- 1.1 Hertfordshire County Council has been identified by the Inspector as a potential participant under Issue 3 for the Examination sessions. This submission is made by Hertfordshire County Council (Env) in its capacity as the Local Highway Authority.
- 1.2 The purpose of this statement is to inform the Inspector and other parties about the Local Highway Authority's position in relation to relevant matters set out under Issue 3.
- 1.3 Since the pre-submission consultation, the Local Highway Authority has been engaged in a continued dialogue with Dacorum Borough Council to resolve outstanding issues and address concerns in relation to transport impacts and related infrastructure (as set out in the Statement of Common Ground between Hertfordshire County Council's Environment Department and Dacorum Borough Council).
- 1.4 As a result of the ongoing engagement between the two authorities, the concerns raised by the Local Highway Authority during the pre-submission consultation have been addressed.
- 1.5 The remainder of this statement sets out the County Council's response to the questions raised by the Inspector under Issue 3. Although directly relevant to Issue 3, they also form an appropriate response to the questions relating to infrastructure provision (transport) for each Place Strategy.

2. What are the transport implications of the locational strategy for housing and employment? Will the strategy facilitate the use of sustainable modes of transport?

- 2.1 The transport implications of the locational strategy for employment and residential development have been identified and assessed throughout the preparation of the Core Strategy and are discussed in more detail in Section 3 of this Statement. As the settlement with the greatest proportion of residential and employment growth over the Plan period, it is expected that the most significant implications for transport will occur within the Hemel Hempstead area.
- 2.2 Although there are potentially some challenges in relation to sustainable transport access within some growth locations identified in and around Hemel Hempstead, it is considered that the objectives and policy approach taken to improve sustainable transport within the Core Strategy is appropriate and provides an appropriate basis to facilitate the use of sustainable transport and to attract investment in sustainable transport options.
- 2.3 There is already evidence that the approach set out in the Core Strategy will facilitate the use of sustainable modes of transport and attract investment in

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sustainable transport. This was demonstrated recently through BIGHERTSBIGIDEAS and the allocation of £11.7m funding for sustainable transport measures in south west Hertfordshire. The sustainable transport packages secured through the Local Sustainable Transport Fund (LSTF) were compatible with the Core Strategy Objectives and included a range of measures both within Hemel Hempstead (particularly the Maylands Employment Zone) and the surrounding areas that will help increase the uptake of sustainable transport over the Plan period. The LSTF business case demonstrated that the package of sustainable transport interventions to be delivered in Hemel Hempstead will increase public transport demand by 12%, cycling demand by 22% and walking demand by 3%.

- 2.4 The LSTF packages form only part of the necessary investment required in sustainable transport measures and additional investment will be required to support anticipated growth over the Plan period. Where possible, these interventions have been identified and included in the accompanying Infrastructure Delivery Plan (IDP), and are expected to be brought forward in a timely manner alongside planned development. Where possible, the County Council as Local Highway Authority will continue to work with Dacorum Borough Council and other stakeholders to ensure that the necessary interventions and appropriate funding sources are identified in future iterations of the IDP as per as per Para 4.34 of the Council's Statement of compliance with the duty to co-operate (SUB8).

3. Have transport needs been properly assessed and have those needs been adequately addressed? Is the reliance on forthcoming Transport Plans appropriate?

Assessment of transport needs and identification of appropriate mitigation

- 3.1 Para 162 of the NPPF requires Local Planning Authorities to assess the quality and capacity of infrastructure including transport. Throughout the preparation of the Core Strategy, Dacorum Borough Council has been working with the Local Highway Authority to assess the implications of the Core Strategy proposals and where necessary identify additional infrastructure requirements.
- 3.2 To assess the impact of growth proposals on the highway network, engagement and detailed modelling work has been undertaken to assess the potential impact of growth and where necessary identify interventions.
- 3.3 At a strategic scale, potential impacts on the transport network have been assessed through the Hertfordshire Infrastructure Investment Strategy (HIIS), DIAMOND Application for South West Hertfordshire and the Dacorum Strategic Infrastructure Study (DSIS).
- 3.4 The DIAMOND Application assesses the cumulative impact of development across south west Hertfordshire on the strategic road network which is operated and maintained by the Highways Agency, whilst the HIIS and DSIS provide a more holistic overview of the impact on the wider transport network

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and identify appropriate interventions. Where necessary these interventions have been included in the accompanying Infrastructure Delivery Plan.

- 3.5 Through the Hemel Hempstead Urban Transport Model, a more focused review has taken place in relation to the impact of growth at Hemel Hempstead as it is expected that impacts on the transport network are likely to be greatest in this area. There have been a number of iterations of the Hemel Hempstead Urban Transport Model to reflect changes in the growth strategy as the Core Strategy has progressed - the last of which was undertaken in August 2010.
- 3.6 Following the publication of the pre-submission document, the Local Highway Authority requested that additional modelling be undertaken to assess the cumulative impact of development coming forward in the west of the town and to ensure that proposals set out within the draft Hemel Hempstead draft Town Centre Masterplan were taken account of. This request was made in response to the provision of non B-class development within the Town Centre, the confirmation of two local allocations within the wider area and in light of peak pressures experienced on the primary road network serving the town centres and surrounding areas.
- 3.7 Further modelling work has now been commissioned and is currently being undertaken. Although the outputs of this modelling work are not yet known, it is not expected that there will be any significant additional impact beyond that already identified through earlier iterations of the Hemel Hempstead Urban Transport Model. Subsequently, it is expected that any additional interventions required to mitigate any additional impact will be relatively small scale and are unlikely to require significant levels of investment beyond that already identified. Where additional requirements are identified, the Local Highway Authority will work with Dacorum Borough Council to ensure that they are included in future iterations of the Infrastructure Delivery Plan as per Para 4.34 of the Council's Statement of compliance with the duty to co-operate (SUB8)
- 3.8 At the local level, the Local Highway Authority has been working with Dacorum Borough Council to determine the impact and deliverability of strategic sites and local allocations. Throughout the iterative assessment process, the Local Highway Authority have been engaged with both Dacorum Borough Council and prospective developers to assess the impact of each site and identify appropriate access/egress arrangements. It is considered that in highways terms, all local allocations and strategic allocations are deliverable in highways terms on the basis that sites come forward in the agreed manner and where the need for infrastructure investment has been identified, appropriate funding is secured and is delivered in a timely manner.
- 3.9 There are still some outstanding technical issues relating to access/egress arrangements, the relationship between the road hierarchy and LTP policies on sustainable transport for some local allocations. However, through further discussions with Dacorum Borough Council and prospective developers, it is expected that these issues will be surmountable and are unlikely to prevent sites from coming forward.

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Reliance on Urban Transport Plans

- 3.10 To help prioritise localised investment in smaller transport schemes, Urban Transport Plans (UTP's) are produced by the County Council in its capacity as highway authority. UTPs set out a framework to focus transport investment within a specific geographical area for the next 15 to 20 years. In Dacorum, there are two UTPs covering Hemel Hempstead (completed 2009) and Tring and Berkhamsted (currently being prepared).
- 3.11 The Core Strategy identifies UTPs as a delivery mechanism in relation to its transport and development policies. UTPs will be reviewed on a periodic basis throughout the Plan period, taking into account updated evidence (e.g. changes to transport baseline, site allocations, implemented schemes, national funding priorities etc). As such, UTPs will continue to provide a basis for appropriate investment in transport infrastructure over the Plan Period.
- 3.12 Given the role of UTPs in identifying the priorities for transport investment within particular areas, it is considered that their inclusion in the Core Strategy is appropriate and is consistent with the approach being taken by Local Planning Authorities elsewhere in the county. Where priorities change or additional interventions are identified, the County Council as Local Highway Authority will work with Dacorum to ensure that the necessary interventions and appropriate funding sources are identified in future iterations of the Infrastructure Delivery Plan as per as per Para 4.34 of the Council's Statement of compliance with the duty to co-operate (SUB8).

4. Conclusion

- 4.1 The County Council as Local Highway Authority consider that the transport needs of the Core Strategy have been adequately assessed and where required, suitable interventions (and where possible appropriate funding sources) have been identified in the accompanying Infrastructure Delivery Plan.
- 4.2 Additional modelling work is being undertaken to identify the cumulative impact of development in and around Hemel Hempstead Town Centre. This work is ongoing and although the outputs are still unknown, it is not expected that the outcomes of this modelling work will identify the need for significant investment in additional transport infrastructure beyond that already identified in the IDP. Subsequently any additional requirements are unlikely to impact upon the delivery of the Core Strategy.
- 4.3 As the Local Highway Authority, the County Council are committed to working with Dacorum Borough Council where appropriate to ensure the effective implementation of identified transport schemes over the Plan period.