



Dacorum Infrastructure Delivery Plan

February 2023

Foreword

The Council recognises that its Infrastructure Delivery Plan is a lengthy technical document detailing many aspects of its infrastructure planning work and bringing together a number of documents forming its infrastructure evidence base. The objective of this document is to provide a more user friendly version of the current Infrastructure Delivery Plan. It aims to present the projects from the Infrastructure Delivery Plan so that they are easily understood by all those living, working and utilising the infrastructure within the area.

The background information to the Infrastructure Delivery Plan remains published on the Councils website and provides information as to how infrastructure providers consider the issue of growth and new infrastructure and how they plan for the delivery of services. The published plan provides a snap shot in time, but the Infrastructure Delivery Plan is a working document and is subject to constant revision. As new policy documents are produced by infrastructure providers the content of the Infrastructure Delivery Plan will be updated to include new projects.

This new version of the Infrastructure Delivery Plan comes in two sections detailing the general standards applied when considering housing growth and providing specific infographics setting out the projects from the Infrastructure Delivery Plan on a settlement basis for key locations within the Borough.

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ACROYNMS

DSIS – Dacorum Strategic Infrastructure Study

InDP – Infrastructure Delivery Plan

LAP – Local Area Play

LEAP – Local Equipped Area of Play

NEAP – Neighbourhood Equipped Area of Play

NSALG – National Society of Allotment and Leisure Gardeners

SLP – Single Local Plan

1.0 Introduction

- 1.1 An audit of the infrastructure required to deliver the Core Strategy was initially presented in the Hertfordshire Infrastructure and Investment Strategy (HIIS) and the Dacorum Strategic Infrastructure Study (DSIS) and these historic documents have formed the basis of the Infrastructure Delivery Plan (InDP) for the Borough. Over recent years the InDP has been updated in order to provide up to date evidence for the Community Infrastructure Levy (CIL) Charging Schedule and its examination and in support of the local plan. Its focus has always been on providing accurate information on the new demands placed upon the Boroughs infrastructure and arising from planned levels of development.
- 1.2 Officers at the Borough Council provided infrastructure providers with the information in the housing programme and asked them to plan for the delivery of 11,320 dwellings over the plan period (2006-2031). This version of the InDP incorporates proposals identified in their responses and their assessment of service requirements arising from growth.
- 1.3 Continued engagement with infrastructure providers has continued to take place since the last published InDP update in 2017, the results of which have also been taken into account when revising this document.

Infrastructure Standards

- 1.4 The infrastructure requirements identified in the InDP are normally, but not exclusively, derived from a source of national standards relating to the provision of new infrastructure items. These can be set out in planning policy documents, but are more often set out within the legislative frameworks of the those authorities responsible for the delivery of the associated services. A number of these standards have been amended in accordance with the advice of the infrastructure providers since they were initially set out in the DSIS.
- 1.5 The standards quoted are often identified as a spatial or unit of service (eg a GP) requirement per head of population (normally per 1000 people) rather than as requirement relating to the construction of new dwellings. It is therefore necessary to consider how such matters may be translated to requirements emerging from housing sites or proposals which are inevitably presented as a number of new residential units. A summary of the key standards and changes since the DSIS is set out in Table 1.

Table 1 – Comparison of Infrastructure Standards

Infrastructure Type	Standard applied in DSIS	Standard in current policy or advice
Primary Education	1 form of entry (30 pupils per year group or 200 pupils in total) (F/e) per 850 dwellings	Tiered approach
Secondary Education	N/a	Tiered approach
GP Provision	1 full time (F/t) GP per 1800 patients	1 F/t GP per 2000 patients. Note that the Integrated Care Board is in the process of updating its standards and this will be reflected in any future consultation responses.
Open Space (Adult/Youth Leisure Space)	1.6 ha per 1000 people	1.6 ha per 1000 people
Child Play Space	0.8 ha per 1000 people	0.8 ha per 1000 people
Allotments	0.35 ha per 1000 people (0.25ha per 1000 cited as NSALG standard)	0.2 ha per 1000 people
Community Space	61 square metres per 1000 people	61 square metres per 1000 people

- 1.6 For the purposes of infrastructure planning the majority of infrastructure providers still base their assessments against a standard of 2.4 people per dwelling. The approach set out in this document considers that the average occupation of new dwellings would be 2.4 persons per unit unless otherwise stated.
- 1.7 Table 2 below sets out how a standard's based approach to infrastructure planning and broadly translate a range of developments between 25 and 2000 dwellings into spatial requirements for new items of infrastructure. Financial contributions may be sought in other cases. Furthermore it goes onto suggest how these infrastructure requirements may be treated in terms of new buildings or provisions.
- 1.8 Policy CS35 of the Core Strategy identifies that all development will be expected to contribute towards the provision of new infrastructure either directly or through the payment of financial contributions. The costs for such works will generally be met through a combination of CIL or S106 and external funding depending on the circumstances and nature of provision.
- 1.9 Table 2 clearly demonstrates that in terms of the delivery of new items of infrastructure it is preferable to plan for the inclusion of larger site within ones development programme where the full need for new buildings can be incorporated. In most instances a critical threshold would appear to be around 1000 new dwellings which is broadly the size of a modest new neighbourhood area or urban expansion.
- 1.10 The Core Strategy does not identify any sites of this scale and magnitude. However, the largest site in the Core Strategy is zero rated for the purposes of CIL in order to deliver its infrastructure needs at appropriate timescales alongside the development of the site. A similar approach to infrastructure may be necessary to ensure the delivery of key infrastructure items in any new sites emerging from the consideration of potential housing sites for inclusion in its Single Local Plan.

Table 2 – Equating Infrastructure Standards to New Homes

	25 Dwellings	50 Dwellings	100 dwellings	500 dwellings	1000 dwellings	2000+ dwellings
Primary Education (2 Form Entry)			0.2 form entry (expansion of school premises)	1 form entry (expansion or new build)	1 x 2 form entry (new primary school)	4 forms of entry+ (new primary school(s) and /or expansions)
Secondary Education (6-10 Form Entry)				1 form entry (school expansion)	2 forms of entry (school expansion)	4 forms of entry+ (consideration to new secondary school)
GP Provision				0.5 x GP (expanded practices)	1 x GP (single practice)	GP Premises
Allotment Provision				0.2		
Play Provision (NEAP, LEAP or LAP)	0.06 ha (LEAP)	0.1 ha (NEAP)	0.2 ha (Mixed play areas)	0.8 ha (Mixed play areas)		
Playing Fields or Additional Open Space				1.6 ha		
Community Building				61 m2 (extension to existing premise)	172 m2 (new building)	

The standards in the table below may be subject to change and the infrastructure providers must be consulted with regard to any development coming forward.

2.0 Housing Delivery

2.1 Despite the Core Strategy now being out of date, housing provision in the borough continues to progress at a steady rate. In recent years the borough has seen its highest levels of development. These rates are considerable higher than the housing target set out in policy CS17 of the Core Strategy as it accounts for the development of 'windfall' (previously unidentified) housing sites. It is important to consider growth as a whole when assessing infrastructure needs and is used to plan the delivery of infrastructure items. Figures 1 and 2 below highlight the completed and outstanding developments for the settlements going back to 1 April 2006.

Figure 1 – Housing Delivery (Hemel Hempstead)

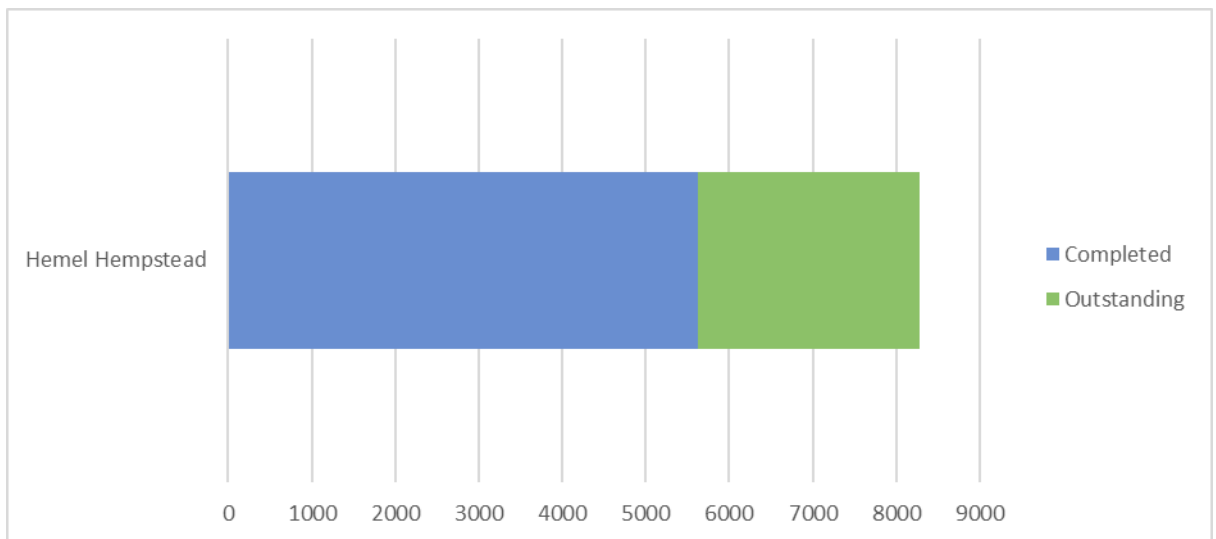
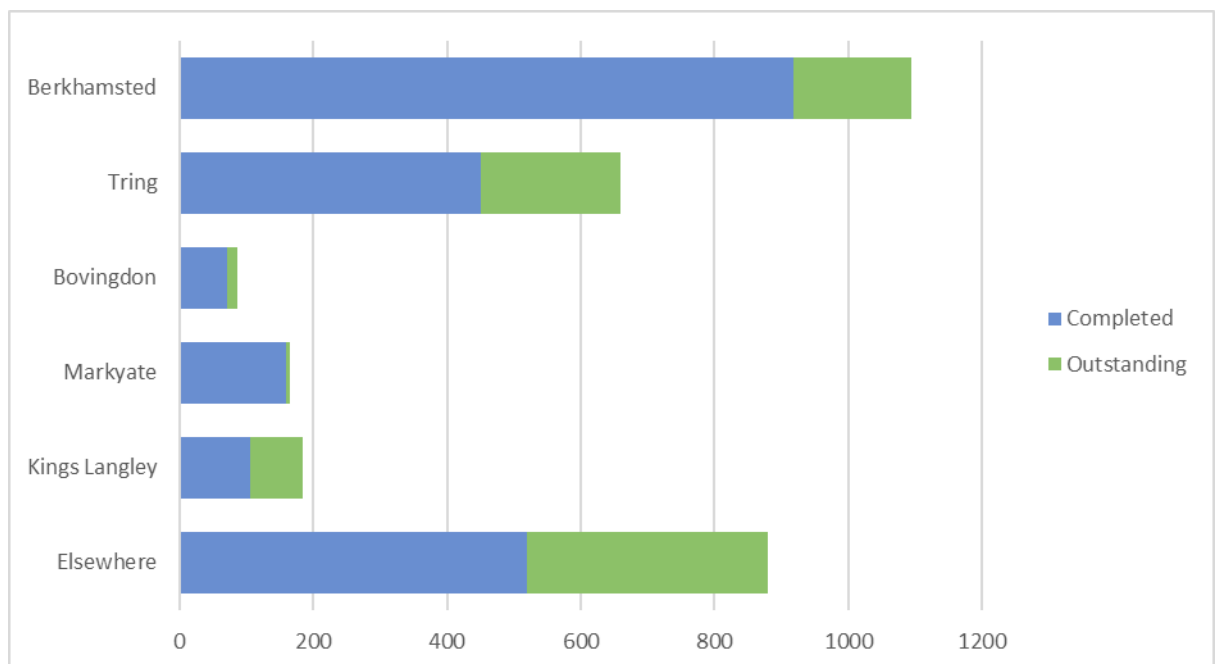


Figure 2 – Housing Delivery (Other Settlements)



3.0 Settlement Summaries

- 3.1 The following sheets provide a summary of the key infrastructure projects identified in the InDP for each of the major towns and villages within the Borough.
- 3.2 The focus is on the headline projects and displaying these consistently for the themes of education, transport, health, open space and utilities. An associated schedule of infrastructure projects follows each graphic setting out those projects in the InDP applicable to each settlement.
- 3.3 There are no fundamental infrastructure issues that would prevent the delivery of housing identified within the Core Strategy.

Hemel Hempstead (Sheet A)

- 3.4 Hemel Hempstead is the focal point for housing growth within the Core Strategy and is therefore shown over multiple map inserts. The town has seen a steady delivery of housing, primarily through windfall development of which there have been a number of larger schemes which has significantly boosted the supply of housing within the town. A number of key housing sites within the Core Strategy are anticipated to start delivery imminently including Marchmont Farm (LA1) and land to the west of Hemel Hempstead (LA3). A number of other schemes such as Spencers Park are also due to start delivery soon. Since the adoption of the Core Strategy a new standalone programme is being worked up for employment and housing growth to the north and east of Hemel Hempstead. This extends beyond the borough boundary and an infrastructure plan is being worked up separately.
- 3.5 The focus for Hemel Hempstead will be the provision and improvement of transport and education facilities to accommodate the growing population of the town. A number of large infrastructure improvements have been delivered including a programme of play area improvements, a number of town centre enhancements including a new bus interchange and works at key open spaces such as Gadebridge Park, Heath Park and the Water Gardens.

Berkhamsted (Sheet B)

- 3.6 The majority of growth identified within the Core Strategy has either now been completed or under construction with a few smaller urban sites remaining. The Borough and County Council have been able to carry out or programme the improvements of numerous key highway junctions within the town. Ashlyns School was expanded to accommodate the additional forms of secondary education. A new library for the town has been delivered. The existing play areas, within DBC ownership have all been subject to or are programmed for upgrades.

Tring (Sheet C)

- 3.7 The bulk of infrastructure improvements required within the town will run alongside the development of land to the west of Tring (LA5) and will be deliverable from 2021.

Markyate (Sheet D)

- 3.8 The bulk of the housing identified in the Core Strategy for Markyate has been delivered at Hicks Road (SS2). The primary school was expanded from 1 f/e to 1.5 f/e to accommodate the demands from this scheme and a number of infill developments within Markyate.

Kings Langley (Sheet E)

- 3.9 The growth identified for Kings Langley in the Core Strategy has now been delivered and has had a nominal impact on the need for new infrastructure. This has been met through the construction of a new school and through capacity improvements at local GP premises.

Bovingdon (Sheet F)

- 3.10 The Local Allocations (land at Chesham Road/Molyneaux Road) has yet to start delivery and Bovingdon has experienced modest growth through windfall completions. It is anticipated that Bovingdon Primary school may require expansion to accommodate this growth. Surgery space within Bovingdon is heavily constrained. In addition, the cumulative impact of growth at Bovingdon and that in neighbouring Chesham (Buckinghamshire Council) may result in the need to upgrade Chesham Waste Water Treatment Works.

Hemel Hempstead



3G pitch to be delivered at Hemel Hempstead School



Junction improvements throughout Maylands Growth Corridor



8800 units allocated in Hemel Hempstead



5619 completed as of April 2022

Potential need for additional 10 forms of entry for Secondary education.



LA3

LA2

LA1

Splash park and new play area in Gadebridge Park delivered



Proposed Intermodal Interchanges at key gateways



Potential need for additional 10 - 17 forms of entry for Primary Education



Proposed health hub on Hospital site

Proposed museum to be delivered in the Bury



New library and public service hub delivered



Programme of playground improvements in progress across Hemel Hempstead



2 new GP surgeries proposed

Hemel Hempstead

Hemel Hempstead is the largest town in the Borough of Dacorum and has a population of 96,000. Hemel Hempstead is a compact town surrounded by Green Belt.



Waste Water Treatment Works



Health



Education



Community Facilities



Car Parking



Parks and Open Spaces



Growth Provision



Public Transport Facilities



Play Area



Housing



Local Allocation



Sports Facilities



Transport Infrastructure

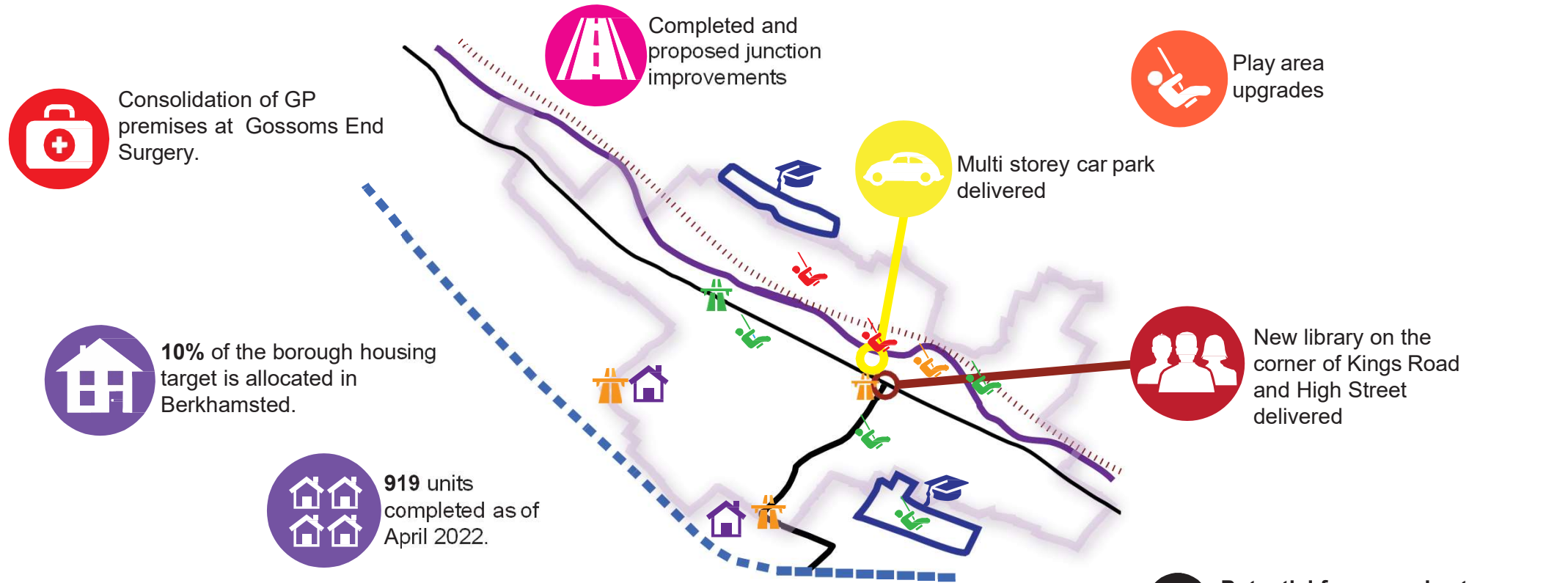
Type	Project	Sub Location	Category	Estimated Costs	Start Date	Due Date	Funding
Community	New community centre associated with LA3	West Hemel	Medium/Desirable	£1m-£2.5m	2019	2022	Part Funded
Community	New community centre associated with Spencers Park	East Hemel	Low	£1m-£2.5m		2022	None
Community	New cemetery for Hemel Hempstead	Leverstock Green	Medium/Desirable	£1m-£2.5m	2021	2023	Funded
Education	2 Form Entry Primary Provision *	NE Planning Area	High/Essential	£5m-£10m	2018		Part Funded
Education	2 Form Entry Primary School *	East Hemel	High/Essential	£5m-£10m	2018		Part Funded
Education	2 Form Entry Primary School *	Apsley	High/Essential	£5m-£10m	2021	2025	Unknown
Education	2 Form Entry Primary School *	West Hemel	High/Essential	£5m-£10m	2018		Part Funded
Education	2 Form Entry Primary School *	Town Centre	High/Essential	£5m-£10m	2019		Unknown
Energy	Upgrades to Warners End Substation	West Hemel	High/Essential	£2.5m-£5m	2020	2025	UKPN, developers
Energy	Upgrades to Frogmore Primary Substation	Two Waters	High/Essential	£250K-£500K	2020	2025	UKPN, developers
Green	Access and Interpretation Boards at Woodhall Wood	East Hemel	Low	£0K-50K	2021	2025	None
Green	Access and Interpretation Boards at High Wood		Low	£0K-50K	2021	2025	None
Green	Access and Interpretation Boards at Howe Grove		Low	£0K-50K	2021	2025	None
Green	Two Waters Urban Park	Two Waters	High/Desirable	£1m-£2.5m	2016	2020	Part Funded
Green	Improvements to Gadebridge Park	Town Centre	High/Essential	£2.5m-£5m	2018	2020	Part Funded
Health	GP Premises associated with LA3 - Parkwood Drive Surgery	West Hemel	High/Desirable		2019	Completed	
Health	Provision of a Health hub at Hemel Hempstead hospital	Town Centre	High/Essential		2021	2025	Unknown
Health	GP Premises associated with Spencers Park/East Hemel	East Hemel	High/Desirable		2021		Unknown
Play	Adeyfield Adventure Playground Upgrade	East Hemel	Medium/Desirable	£500K-£1m	2019	2021	None
Play	Bennetts End Adventure Playground Upgrade	Bennetts End	Medium/Desirable	£500K-£1m	2019	2021	None
Play	Chaulden Adventure Playground Upgrade	West Hemel	Medium/Desirable	£500K-£1m	2019	2021	Part Funded
Play	Coronation Fields Sports Hub	Bennetts End		£1 million	2023	tbc	
Sport	Changing Facilities at Grovehill Playing Fields	Grovehill	Medium/Desirable	£100K-£250K	2019	tbc	None
Sport	Replacement pitches at Astley Cooper School	Grovehill	Low	£100K-£250K	2020	tbc	None
Sport	Improve pitch quality for Leverstock Green Cricket Club	Leverstock Green	Low	£100K-£250K	2018	tbc	Unknown
Sport	Improve quality of Baseball Pitches	Grovehill	Medium/Desirable	£100K-£250K	2021	2025	None
Sport	Drainage and training pitches for Hemel Hempstead RFC	Two Waters	Low	£500K-£1m	2019	tbc	None
Sport	Artificial grass pitch for Hemel Hempstead School	Town Centre	High/Desirable		2018	tbc	Funded
Transport	Bus Priority - Magic/Plough Roundabout	Town Centre	High/Essential	£1m-£2.5m	2019	tbc	Unknown
Transport	Pavement Extensions - Leighton Buzzard Road	Town Centre	Medium/Desirable		2016	tbc	Unknown
Transport	Improve Cycle Access to Employment Areas in Hemel Hempstead	East Hemel	Medium/Desirable	£500K	2016	tbc	Unknown
Transport	Canal Towpath Link - Fishery Lane	Two Waters	Low	£100K	2017	tbc	Unknown
Transport	Canal Towpath Link - London Road/Station Road	Two Waters	Low	£50-100K	2017	tbc	Unknown
Transport	Grand Union Canal towpath improvements - Hemel Hempstead	Two Waters	Medium/Desirable		2017	tbc	Unknown
Transport	Lighting to Magic/Plough Roundabout Underpath	Town Centre	Low	£100K-250K	2018	tbc	Unknown
Transport	Two Waters to Nash Mills Cycle Route	Two Waters	High/Desirable		2021	2025	Unknown
Transport	Cycle Flyover to 'Magic'/Plough Roundabout	Town Centre	Medium/Desirable	£2.5m-5m	2019	tbc	Unknown
Transport	A414/J8 Cycle Bridge	East Hemel	Medium/Desirable	£10m-£50m	2022	2027	Unknown
Transport	A4125 London Road Pedestrian and Cycle improvements	Two Waters	Medium/Desirable	£250K-500K	2017	tbc	Unknown
Transport	Improvements to Hemel Hempstead Station	Two Waters	High/Desirable	£10m-£50m	2019	tbc	Unknown
Transport	Maylands Growth Corridor	East Hemel	High/Essential	£5m-10m	2018		Unknown
Transport	Hemel Hempstead Eastern Spine Road	East Hemel	High/Essential	£5m-10m	2022	2027	Unknown
Transport	East Hemel Transport Interchange	East Hemel	High/Essential	£2.5m-5m	2022	2027	Unknown
Transport	Hemel Hempstead Bus Service reconfiguration	Various	Medium/Desirable	£500K	2017	tbc	Unknown
Transport	A414 Street and Bus Priority	Various	High/Desirable	£5m-£10m	2022	2027	Unknown
Transport	New junction to M1 (J8a)	East Hemel	High/Essential	£10m-£50m	2022	2027	Unknown
Transport	Adjustments to road priorities in Mayland	East Hemel	High/Desirable	£1m-£2.5m	2019	2022	Unknown
Transport	Redesign site entrance - Jarman Park	Bennetts End	Low	£250K-500K	2019	2025	Unknown
Transport	Redesign junctions - Bourne End slip road	Bourne End	Low			tbc	Unknown
Transport	Maylands Shuttle Bus	East Hemel	High/Desirable	£500K-£1m	2022	2023	Unknown
Transport	Redesign junctions - Two Waters	Two Waters	Medium/Desirable	£1m-£2.5m	2021	2025	Unknown

*as the new Local Plan develops, the education requirements to support any additional growth will be updated.

Transport	Redesign junctions - Redbourn Road/Woodhall Farm/Cupid Green	Woodhall Farm	Medium/Desirable	£500K-£1m	2021	2025	Unknown
Transport	HGV Park	East Hemel	Medium/Desirable	£500K-£1m	2019	2022	Unknown
Transport	Junction improvements to Station Road/London Road	Two Waters	High/Desirable	£1m-£2.5m	2019	tbc	Unknown
Transport	Centralisation of Parking Facilities to compliment public transport hub	East Hemel	Medium/Desirable	£1m-£2.5m		tbc	Unknown
Transport	Improve 'Magic'/Plough Roundabout to enhance safety of cyclists	Town Centre	Medium/Desirable	£250K-500K	2019	tbc	Unknown
Transport	Segregated Fishery Road cycle path	Two Waters	Medium/Desirable	£500K-£1m	2019	tbc	Unknown
Transport	Simplified crossroad between A4251/Two Waters	Two Waters	High/Desirable	£500K-£1m	2019	tbc	Unknown
Transport	Nickey Line North-South Branch cycle link (LP3)	East Hemel	High/Desirable	£0-£500K	2019	tbc	Unknown
Transport	A4147 Cycleway (LP3)	East Hemel	Medium/Desirable	£500K-£1m	2018	tbc	Unknown
Transport	Improved access to Nickey Line	East Hemel	High/Desirable	£500K-£1m	2018	tbc	Unknown
Transport	Town Centre Pedestrian Improvements	Town Centre	High/Desirable		2017	tbc	Unknown
Transport	Maylands Urban Realm Improvements: Phase 1 - £1.25m, Phase 2 - £1.75m	East Hemel	Medium/Desirable	£3m	2016	tbc	Unknown
Transport	Leverstock Green carpark extension	Leverstock Green					Unknown
Transport	Parking, Access and Movement - Water Gardens South Car Park	Town Centre					Unknown
Transport	Buncefield Quietway - A414 crossing	East Hemel	High/Essential		2021	Completed	Unknown
Transport	Buncefield Quietway - south section	East Hemel	High/Essential		2021	Completed	Unknown
Transport	Buncefield Quietway	East Hemel	High/Essential		2023		Unknown
Transport	River Gade Walk & Cycle Way	Town Centre	Medium/Desirable	£1m	2024		Unknown
Transport	Multi Storey Car Park - Station Gateway	Two Waters					Unknown
Transport	Improvements to National Cycle Route 57 (Chesham to Nicky Line)	Various	High/Desirable	£50k per 100m	2021	2025	Unknown
Transport	Central Bus Corridor Priority Scheme (Maylands/A414/Town Centre)	Town Centre	High/Essential	£1m-£2.5m	2017	tbc	Unknown
Transport	Bus Stop Improvement Programme - Hemel Hempstead	Various	High/Desirable		2016		Unknown
Transport	Pavement Widening - Queensway	Town Centre	Medium/Desirable	£0K-50K			Unknown
Transport	Hemel Hempstead e-bike hire scheme	Hemel Hempstead	High/Essential	£1.5m	2023	2028	Unknown
Waste	Relocation or expansion of Hemel Hempstead Waste Recycle Centre	N/a	High/Desirable		2019	2022	Unknown
Water	Upgrades to Blackbirds or Maple Lodge Waste Water Treatment Works	Kings Langley	High/Essential		2020	2025	Unknown














*as the new Local Plan develops, the education requirements to support any additional growth will be updated.

Berkhamsted



Berkhamsted Infrastructure


The town is linear in nature with the main communication routes (road, rail and canal) running along the valley bottom. It has a population of 21,200 and sits midway between Hemel Hempstead and Tring. The town has good connections to London (40km) and the north via the A41, and has a railway station conveniently located near the town centre.

-  Waste Water Treatment Works
-  Health
-  Education
-  Community Facilities
-  Car Parking
-  Parks and Open Spaces
-  Growth Provision
-  Public Transport Facilities
-  Play Area
-  Housing
-  Local Allocation
-  Sports Facilities
-  Transport Infrastructure


Type	Project	Category	Estimated Costs	Start Date	Due Date	Funding
Community	New community centre, Berkhamsted	Low	£1m-£2.5m			None
Education	Expansion of Ashlyns School, Berkhamsted by up to 3 forms entry.	High/Desirable		2019	Completed	Funded
Energy	Upgrades to Berkhamsted Primary Substation	High/Essential	£2.5m-£5m	2020	2025	UKPN, developers
Health	Consolidation of GP premises at Gossoms End	High/Essential	£1m-£2.5m	2017	Completed	
Sport	Replacement/Refurbishment of Berkhamsted Sports Centre	Medium/Desirable	£5m-£10m	2025	2030	None
Sport	Improve quality of cricket pitch at The Meadow, Northchurch	Low	£100K-£250K	Completed	Completed	
Sport	Improve Tennis Courts at The Meadow, Northchurch	Low	£100K-£250K	2018	tbc	Unknown
Transport	Pedestrian Crossing - Greenway	Medium/Desirable	£0K-50K	2018	tbc	Unknown
Transport	Legible Town (signage)- Berkhamsted	Low	£50K-100K	2018		Unknown
Transport	Canal Towpath Improvements - Berkhamsted	Medium/Desirable	£500K-£1m	2015		Unknown
Transport	Cycle Gateway - Berkhamsted	Medium/Desirable	£50K-100K	2018	tbc	Unknown
Transport	Improvements to Berkhamsted Station/Brownlow Road Underpass	Medium/Desirable	£50K-100K	2017	tbc	Unknown
Transport	Signalisation of Kings Road/Kingshill Way/Shootersway	High/Essential	£250K-500K	2017	tbc	Unknown
Transport	Improve operation of High St/Kings Road junction	High/Essential	£50K-100K	2017	Completed	Unknown
Transport	Improvements to the New Road Corridor, Northchurch	Medium/Desirable	£100K-£250K		tbc	Unknown
Transport	Extension of reduced speed limit (20mph) to Berkhamsted High St	Low	£500K-£1m	2018	tbc	Unknown
Transport	Speed Management - New Road, Northchurch	Medium/Desirable	£0-£50K	2018	tbc	Unknown
Transport	Speed Management - Kings Road, Berkhamsted	Medium/Desirable	£0-£50K	2018	tbc	Unknown
Transport	Speed Management - Northchurch (High St?)	Low	£0-£50K		tbc	Unknown
Transport	Traffic Calming and 20mph zone - Castle St, Berkhamsted	Medium/Desirable	£0-£50K		tbc	Unknown
Transport	Traffic Calming and 20mph zone - Gravel Path	Low	£0-£50K		tbc	Unknown
Transport	Parking Restrictions - Bridgewater Road, Berkhamsted	Medium/Desirable	£0-50K	2016	tbc	Unknown
Transport	Parking Improvements - Northchurch Local Centre	Low	£0-50K	2019	tbc	Unknown
Transport	Berkhamsted MSCP	Medium/Desirable	£3m	2018	tbc	Unknown

*as the new Local Plan develops, the education requirements to support any additional growth will be updated.


Tring


 2 GP premises, no recorded capacity issues at present

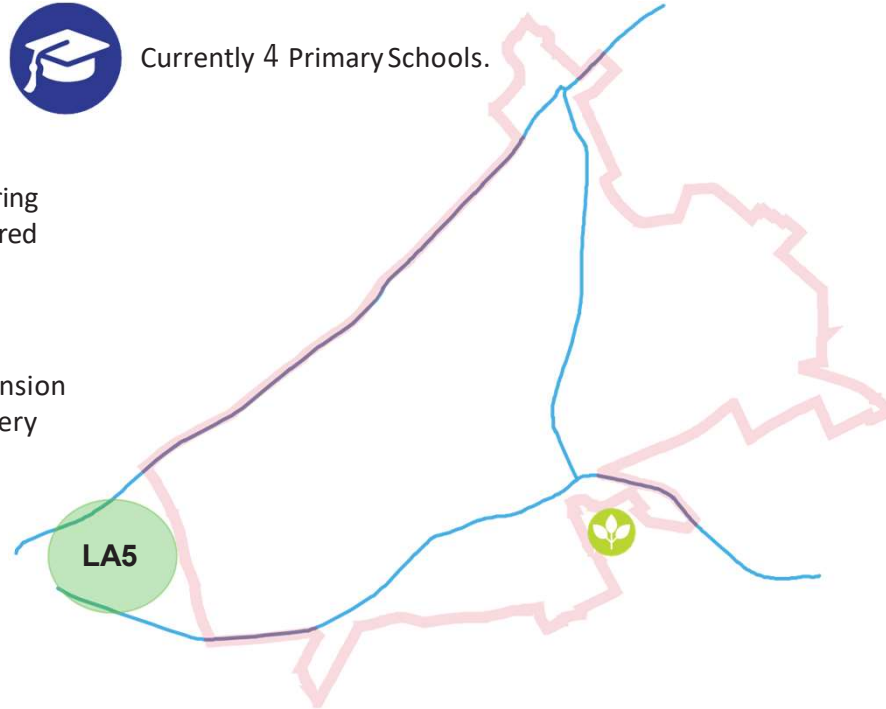
 825 dwellings allocated in Tring


 Currently 4 Primary Schools.


 450 units completed as of April 2022.


 Refurbishment of Tring Sports Centre delivered

 Proposed expansion to Tring Cemetery
















 Enhancements to Tring Park

 Improvements to Tring Station to address demands from growth

 Facilities at Tring Secondary School will need to be extended and additional detached playing fields provided.

Tring Infrastructure

Tring is a small, compact market town in the northwest of the borough with a population of around 12,200. The town is surrounded by the Chilterns Area of Outstanding Natural Beauty. The mainline station and the Grand Union Canal run along the north eastern edge of the town, near to the Tring Reservoirs Site of Scientific Interest (SSSI)

-  Waste Water Treatment Works
-  Health
-  Education
-  Community Facilities
-  Car Parking
-  Parks and Open Spaces
-  Growth Provision
-  Public Transport Facilities
-  Play Area
-  Housing
-  Local Allocation
-  Sports Facilities
-  Transport Infrastructure

Type	Project	Category	Estimated Costs	Start Date	Due Date	Funding
Community	Expansion of Tring Cemetery	Medium/Desirable		2021	2025	None
Community	Redevelopment of Nora Grace Hall	Medium/Desirable	£3m	2024	tbc	None
Community	Expansion of Victory Hall	Low	£250,000			Part funded
Education	Expansion of Tring School and detached playing fields	High/Desirable		2018		Funded
Energy	Upgrades to Ilmer Grid Substation	High/Essential	£5m-£10m	2020	2025	UKPN, developers
Green	Designate Dundale Woods as a Local Nature Reserve	Low	£0K-50K	2018	2019	None
Green	Tring Park Enhancements	Medium/Desirable	£250K-£500K	2018	2021	Part Funded
Sport	Replacement/Refurbishment of Tring Sports Centre	Medium/Desirable	£5m-£10m	Completed	Completed	Funded
Sport	Improvements to Pendley Sports Centre	Medium/Desirable	£100K-£250K	2020	tbc	None
Sport	Reconfigured and undertaken quality improvements to sports pitches at Tring School	Medium/Desirable	£100K-£250K	2020	tbc	None
Sport	Maintain sports courts at Tring Secondary School	Medium/Desirable	£100K-£250K	2020	tbc	Unknown
Sport	Artificial grass pitch for Tring Secondary School	Medium/Desirable	£100K-£250K	2020	tbc	None
Transport	Improvements to public footpath 39	Medium/Desirable	£50K-100K	2018	tbc	Unknown
Transport	Improvements to public footpath 41	Medium/Desirable	£50K-100K	2021	2025	Unknown
Transport	London Road to Town Centre Cycle Improvements	Medium/Desirable	£100K-250K	2019	tbc	Unknown
Transport	Canal Towpath Improvements between Tring and Cow Roast	Medium/Desirable	£250K-500K	2018		Unknown
Transport	Cycle Gateway - Tring	Medium/Desirable	£50K-100K	2018	tbc	Unknown
Transport	Improvements to Tring Station - cycle facilities	High/Desirable	£100K-£250K	2021	2025	Unknown
Transport	Speed Management - Aylesbury Road	Medium/Desirable	£100K-£250K	2018	tbc	Unknown
Transport	Speed Management - Brook St, Tring	Medium/Desirable	£0-£50K		tbc	Unknown
Transport	Speed Management - Icknield Way, Tring	Medium/Desirable	£0-£50K		tbc	Unknown
Transport	Speed Cushions - Silk Mill Way, Tring	Low	£0-£50K		tbc	Unknown
Transport	Parking Restrictions - Cow Lane	Low	£0-£50K	2019	tbc	Unknown
Transport	Legible Town (signage)- Tring	Low	£50K-100K	2018		Unknown
Transport	Speed Management - Tring Station	Medium/Desirable	£0-£50K		tbc	Unknown
Water	Increase sewerage capacity to Tring	High/Essential		2021	2025	Unknown

*as the new Local Plan develops, the education requirements to support any additional growth will be updated.

Kings Langley



Growth in Abbots Langley likely to trigger demand for new primary school



110 dwellings allocated within Kings Langley



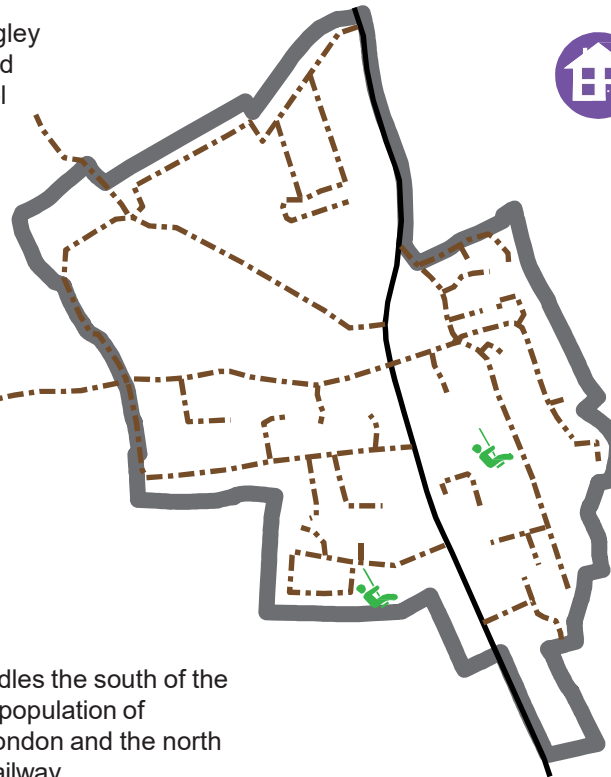
105 dwellings completed as of April 2022



2 existing GP premises with capacity to meet future demands



Proposed upgrades to play areas



Kings Langley

Kings Langley is a compact village which straddles the south of the eastern edge of the Borough with a settlement population of approximately 5,700. The village has links to London and the north via the A41 road and the west coast mainline railway.



Waste Water Treatment Works



Health



Education



Community Facilities



Car Parking



Parks and Open Spaces



Growth Provision



Public Transport Facilities



Play Area



Housing



Local Allocation



Sports Facilities



Transport Infrastructure

Bovingdon



Possible need for expansion of primary school



130 dwellings allocated in Bovingdon



71 dwellings completed as of April 2022



2 existing GP premises



Demand for secondary school places to be met by expansion of schools elsewhere.



Possible requirement for upgrade to Chesham Waste Water Treatment Works to accommodate growth

Bovingdon Infrastructure

Bovingdon is a compact village in the south of the Borough with a settlement population of 4,400. Bovingdon village is surrounded by Green Belt farmland and The Mount HMP and the disused airfield to the north west.



Waste Water Treatment Works



Health



Education



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Car Parking



Parks and Open Spaces



Growth Provision



Public Transport Facilities



Play Area



Housing



Local Allocation



Sports Facilities



Transport Infrastructure

Markyate



Major extension to Markyate Surgery previously delivered.



200 dwellings allocated in Markyate



159 dwellings completed as of April 2022



New demand on secondary places to be met in Harpenden



Markyate Primary School previously expanded, no anticipated capacity issues



Planned play area improvements

Markyate Infrastructure

Markyate is a large village situated on the northeast fringes of the Borough with a population of 3,200. Central Luton and Dunstable are both approximately 5 miles away, as is Redbourn and Harpenden, given it's location it enjoys a strong relationship with these settlements with many people travelling to here for work, shopping and leisure via the M1 or A5.



Waste Water Treatment Works



Health



Education



Community Facilities



Car Parking



Parks and Open Spaces



Growth Provision



Public Transport Facilities



Play Area



Housing



Local Allocation



Sports Facilities



Transport Infrastructure

Type	Project	Location	Category	Estimated Costs	Start Date	Due Date	Funding
Community	266 flexicare places	Borough Wide	Medium/Desirable		2016	2030	Unknown
Cross Boundary	Improvements to Capacity of the A41	Borough Wide	High/Essential		2031	2050	Unknown
Green	Grand Union Canal Improvements	Borough Wide	High/Desirable	£2.5m-£5m	2021	2025	Unknown
Play	New playgrounds associated with Strategic Sites and Local Allocations	Borough Wide	High/Desirable	£0K-50K	2021	2030	Part Funded
Play	Playground upgrades and play areas (unscheduled)	Borough Wide	High/Desirable	£500k-£1.745m	2023	2025	Part Funded
Telecoms	Project Gigabit Programme	Borough Wide	High/Desirable	£10m-£50m	2022	2030	Various
Transport	Increase Train frequency and capacity	Borough Wide	Medium/Desirable		2017	tbc	Unknown
Transport	Increase Track Capacity - West Coast Mainline	Borough Wide	High/Desirable			tbc	Unknown
Transport	A41 Bus Priority	Borough Wide	High/Desirable	£2m-£5m	2019	tbc	Unknown
Waste	Local Authority Waste Transfer Station	Borough Wide	High/Essential		2021	2030	Unknown
Water	Localised improvements to sewerage infrastructure	Borough Wide	High/Essential		2018	2030	Unknown
Water	Improvements to Bovingdon pumping station	Bovingdon	High/Essential		2021	2030	Unknown
Green	Improve Accesslinks between Hemel Hempstead and Ashridge	Countryside	Medium/Desirable	£250K-£500K	2021	2025	None
Green	Aldbury Nowers Habitat Restoration	Countryside	Medium/Desirable	£250K-£500K	2021	2025	Unknown
Sport	Improvements to pitches and changing facilities at Little Gaddesden	Countryside	Medium/Desirable	£250K-£500K	2018	tbc	None
Cross Boundary	Widen approach and signalisation M25 spur at Hunton Bridge	Hunton Bridge	High/Essential		2021	2025	Unknown
Sport	Provide floodlights to Langley Tennis Club courts	Kings Langley	Low	£100K-£250K	Completed	Completed	Completed
Transport	Kings Langley Park and Ride	Kings Langley	High/Desirable	£5m-£10m	2022	2027	Unknown
Transport	Bus Interchange at southern boundary	Kings Langley	Medium/Desirable	£2m-£5m	2018	tbc	Unknown
Health	Major extension to Markyate Surgery	Markyate				Completed	
Play	Playground refurbishments at Cavendish Road, Markyate	Markyate	Low	£0K-50K	2018	Completed	Funded
Play	Playground refurbishments at Peggy's Field, Markyate	Markyate	Low	£0K-50K	2018	Completed	Funded
Cross Boundary	2 form primary school *	St.Albans	High/Essential	£5m-£10m	2021	2025	Unknown
Cross Boundary	3 form primary school *	St.Albans	High/Essential	£5m-£10m	2023	2030	Unknown
Cross Boundary	SEND school contribution for pupils with severe learning difficulties	Three Rivers	High/Essential		2022	2024	Part funded

*as the new Local Plan develops, the education requirements to support any additional growth will be updated.