

Stevenage Borough Council

Infrastructure Delivery Plan October 2025



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1. Introduction

What is an Infrastructure Delivery Plan?

- 1.1 In order to plan for any level of future development or growth, consideration must be given to the infrastructure that might be required to support this, and how it will be delivered.
- 1.2 The Infrastructure Delivery Plan (IDP) aims to identify the infrastructure required to support future levels of growth across Stevenage. It covers the period from 2011 - 2031, in line with the Adopted Stevenage Borough Local Plan (2019).¹
- 1.3 The IDP covers a wide range of physical and social infrastructure including transport, utilities, education, health, community facilities, emergency services and green and blue infrastructure requirements.
- 1.4 It aims to:
 - Identify the current infrastructure provision within Stevenage;
 - Identify any existing gaps in infrastructure;
 - Provide an understanding of the growth that can be supported by the existing infrastructure;
 - Identify where and when additional infrastructure may be required;
 - Outline the costs of such infrastructure, including providing a framework for the prioritisation of potential Community Infrastructure Levy (CIL) funded schemes; and
 - Identify how that infrastructure might be funded and delivered.
- 1.5 The IDP will provide a comprehensive evidence base, which can be used in a number of different ways and can be updated over time alongside the Local Plan. It forms a key part of the Local Plan process, as well as influencing public and private funding priorities.

Policy context

- 1.6 Following changes to the planning system, local authorities are required to set their own objectives for the future and to set their own local targets for growth. It is essential that local authorities consider the infrastructure that is likely to be required within and around their administrative area.
- 1.7 The National Planning Policy Framework (NPPF) states that local planning authorities should assess the quality and capacity of infrastructure to accommodate their proposed development targets in relation to:

• Transport	• Water supply
• Education	• Energy
• Health	• Telecommunications
• Social care	• Utilities
• Flood risk and coastal change management	• Wastewater

¹ The National Planning Policy Framework states that plans should be drawn up over an appropriate time scale, preferably 15 years.

- 1.8 Authorities should also consider the need for strategic or nationally important infrastructure within their areas. This is over and above any infrastructure that is made necessary by local development proposals.

How will infrastructure be delivered and funded?

- 1.9 The provision, maintenance and improvement of infrastructure is funded from a wide variety of sources including Government funding to delivery bodies and public authorities, revenue generated by infrastructure providers (e.g. from customer charges), grants, voluntary donations and community generated funds and also from developers through the Community Infrastructure Levy or S106 agreements (developer contributions) where their development results in the need for new infrastructure or upgrades to existing infrastructure.
- 1.10 For example, Hertfordshire County Council will be responsible for the delivery of highways infrastructure affecting the local highways network. Stevenage Borough Council will be responsible for delivering upgrades to SBC-owned green space.

Role of developer contributions

- 1.11 Developers can be required to contribute to infrastructure provision in a number of ways. This can include the developer being required to provide or improve the infrastructure themselves, for example improving a road junction or providing open space in a development, or it may involve the developer providing a sum of the money to the local authority to provide the infrastructure, for example a financial contribution towards the cost of providing extra school places.
- 1.12 Financial contributions from developers can be in the form of 'planning obligations', agreed through S106 agreements, S278 highways agreements, and payment of CIL.
- 1.13 As per Regulation 122 or The Community Infrastructure Levy Regulations (2010), planning obligations can be used only where they are:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

Community Infrastructure Levy

- 1.14 Stevenage Borough Council approved its Community Infrastructure Levy (CIL) Charging Schedule on 29 January 2020, and it came into effect on 1 April 2020. CIL is a tariff-based charge, which is charged per square metre of new development. CIL should be spent on infrastructure that manage the cumulative impacts of the Local Plan.

Development Type	CIL rate (per square metre)	
	Zone 1: Stevenage Central, West Stevenage urban extension	Zone 2: Everywhere else
Residential		
Market housing	£40/m ²	£100/m ²
Sheltered housing ²	£100/m ²	
Extracare housing ³	£40/m ²	
Retail	£60/m ²	
All other development⁴	£0/m ²	

Neighbourhood element of CIL

- 1.15 15% of CIL charging receipts are passed directly to the parish or town council where the development has taken place. In the case of Stevenage, which has no parish or town councils, the 15% of CIL charging receipts are passed directly to the Ward. The money can be spent on local priorities identified by the Ward Councillors. Communities that draw up a neighbourhood plan or neighbourhood development order (including a right to build order) and secure the consent of local people in a referendum, will benefit from 25% of the levy revenues arising from development that takes place in their area.

Methodology

- 1.16 It would be impractical to include every infrastructure element that might be required as a result of growth. The types of infrastructure included within this plan have been taken from the Framework and from a review of those included within other local authorities' IDPs. It is considered that these cover the key issues and will provide enough information to ensure that our Local Plan can be delivered.
- 1.17 Once the infrastructure types had been confirmed, existing plans and strategies were identified relating to each. This included reviewing the plans produced by the infrastructure providers, any existing studies used to inform the local planning process and any relevant corporate policies and guidance. Key infrastructure schemes and

² 'Sheltered housing' includes 'age-restricted general market housing' and 'retirement living or sheltered housing' as defined in the Planning Practice Guidance (June 2019).

³ 'Extracare housing' refers to 'extra care housing or housing-with-care' as defined in the Planning Practice Guidance (June 2019 – paragraph 010 Reference ID: 63-010-20190626).

⁴ 'Residential care homes' are classed as 'all other development'.

baseline data identified within these studies were pulled together and used as a starting point for this plan.

- 1.18 The lead agencies/infrastructure providers were then contacted in order to obtain further information, and to ensure that the data already gathered was still correct.

Providers were asked to test the implications of a preferred scenario which would see approximately 7,600 new homes delivered within the Borough between 2011 and 2031. This, in turn, is linked to an estimated increase in population of 14,500 over the same period. The housing target of 7,600 homes was subsequently identified as the Council's preferred approach in June 2015. The Local Plan sets out 7,600 new homes to be delivered in the Borough between 2011 and 2031.

Viability

- 1.19 The NPPF is clear that new local plans must be both deliverable and viable. They should be able to meet infrastructure requirements. However, the cumulative impact of requirements in the plan should not put its implementation in serious doubt. Sites should not be subject to such a scale of obligations such that their viability is put at risk. The plan should provide a realistic prospect of delivering competitive returns to willing landowners and developers.

- 1.20 The IDP has been developed and refined as an iterative process. Its results have informed, and been informed by, the full plan viability and delivery study. Together, these identify:

- The infrastructure requirements arising from future development in Stevenage;
- The scale of contributions (physical and financial) towards this that can realistically be supported by new development;
- Any funding or infrastructure gaps that will remain once this and other committed investment are considered; and
- Options for meeting these from alternate sources.

Plans of adjoining authorities and the Duty to Co-operate

- 1.21 In preparing its Local Plan, SBC has worked with adjoining authorities and other agencies on infrastructure matters which cross administrative boundaries in accordance with the Duty to Co-operate.
- 1.22 Stevenage is a small authority with a number of near neighbours. The town borders local authorities North Hertfordshire and East Hertfordshire, sharing urban areas with the former. Other near neighbours include Welwyn Hatfield and Central Bedfordshire.
- 1.23 North Hertfordshire and East Hertfordshire are both considering potential developments on the edge of Stevenage in their own administrative areas as part of their respective Local Plans. We have included these schemes, with their agreement, in our consideration of transport, education and water.

- 1.24 Central Bedfordshire and Welwyn Hatfield lie slightly further afield but have their own proposals for growth along the transport corridors we share - notably the A1 / A1(M) and the East Coast Mainline.
- 1.25 Wherever possible we have attempted to separate out the infrastructure that is required to identify: Existing deficits or shortfalls that need to be remedied; Requirements that will arise from background growth regardless of future levels of development; What is needed to accommodate future growth within the Borough boundary; Demand upon services and facilities within the Borough boundary arising from development outside the administrative boundary; and/or Infrastructure which is shared with a number of authorities and where the cumulative impacts need to be considered in a coordinated fashion.
- 1.26 We can only require new developments to make contributions that are fairly related to their own scheme. We cannot ask them to fund, for example, schemes aimed at plugging pre-existing gaps in provision.
- 1.27 The table below identifies the organisations with whom we are required to consult under the Duty to Co- operate and identifies where they have been involved in consideration of the different infrastructure elements in this IDP. It demonstrates how we have met our statutory obligations in relation to infrastructure through joint working, consultation, and engagement.

Limitations

- 1.28 When producing this plan, a number of limitations have become apparent, which may impact upon the accuracy of its findings. Although most of these are outside of our control, it is important that they are acknowledged and considered when using this plan.
- 1.29 Any plan of this nature can only be as comprehensive and accurate as the information that underpins it and / or the certainties and assurances that providers can give. Some infrastructure providers do not plan to long term timescales and might only identify infrastructure requirements for the next five years, for example. Others are reactive, rather than proactive, and only deal with infrastructure improvements/development once planning applications have been received. This may mean that information we would like to include does not exist.
- 1.30 Where infrastructure providers have failed to respond to reasonable requests for information, we have assumed that they have no particular requirements which need to be reflected in this IDP and will identify, fund, and deliver any future improvements required in this area using their own resources. Notwithstanding this point, we will continue our attempts to obtain meaningful information from these providers as the plan progresses.
- 1.31 Uncertainties in infrastructure planning, changes in infrastructure requirements over time, and general changes to the economy and Government policies and priorities, mean that it will be particularly important to review the IDP regularly and to ensure it is still achieving its aims. With this in mind, the Council will review the IDP annually, with a view to publish the next update in March 2026.

Infrastructure		District Local Planning Authorities	Herts County Council	Environment Agency	Highways Agency	Herts LEP	National Health Service	Network Rail	National Grid	Affinity Water
Mobility	Active transport	x	x							
	Passenger transport	x	x							
	Strategic roads	x	x		x	x				
	Local roads	x	x		x					
Education	Primary	x	x							
	Secondary	x	x							
	Nursery	x	x							
Health	Primary healthcare	x	x				x			
	Secondary healthcare	x	x				x			
	Community services	x	x							
	Adult social care	x	x							
Green infrastructure		x	x							
Emergency services	Police									
	Fire									
Community and leisure	Community facilities	x	x							
	Sport and leisure	x	x							
Utilities	Water supply	x	x	x						
	Waste water	x	x	x						
	Waste management	x	x							
	Electricity/gas	x	x							

Mobility – Cycling, Walking, Bus, Rail and Roads

2. Cycling

Lead agencies

Hertfordshire County Council

Stevenage Borough Council

Evidence base

HCC GrIPE Cabinet Panel Paper (2020)

Stevenage Local Walking & Cycling Infrastructure Plan (2019)

Stevenage Future Town, Future Transport Strategy (2019)

North Central Hertfordshire Growth and Transport Plan (2019)

Stevenage Cycling Strategy (2018)

Hertfordshire Local Transport Plan 4(2018)

Stevenage Mobility Strategy (2016)

Background

- 2.1 Stevenage has been designated as a Sustainable Travel Town and SBC aims to shift mobility from personal vehicles and towards sustainable transport modes, including cycling. This work is supported by the Local Walking & Cycling Infrastructure Plan (LCWIP), Future Town, Future Transport Strategy, Cycling Strategy, and Mobility Strategy.
- 2.2 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. However, issues have been highlighted regarding safety, conflicts between cyclists and pedestrians, inadequate cycle parking, and 'missing links' in the cycle network. Additionally, new cycle routes are needed to connect key growth areas in Stevenage to the main cycle network.
- 2.3 Identified infrastructure schemes and requirements:

The LCWIP identifies a need for eight new cycle routes to ensure that key growth areas are connected to the main cycle network. The LCWIP also identifies a range of other potential cycling improvements, such as new segregated cycleways, junction improvements, cycle crossings, and improvements to existing routes.
- 2.4 To support new cycle routes to Stevenage Central and the regeneration of the Town Centre, the 2019 North Central Hertfordshire Growth and Transport Plan identifies a need for a cycle hub at Stevenage Railway Station and cycle parking in the Town Centre. The railway cycle hub will be part of the station regeneration and provide services including cycle parking, hire and repair facilities.

Funding and delivery

- 2.5 The estimated funding and delivery programme for the cycle routes, which will be funded by Emergency Active Travel Funds and developer contributions, is as follows:

Route	Cost estimate	Delivery estimate
1: North Stevenage to Stevenage Central	£4.9 million	Central section in 2022, North Road to the Old Town completed in 2024 Phased projects in the Old Town to encourage Active Travel in 24/25 and next FY (HCC to secure funding from Active Travel Fund)
2: Great Ashby to Stevenage	£2.5 million	Potentially in 2025/26
3: East Stevenage to Stevenage Central	£2.65 million ⁵	Project validation (PV) is completed and date TBC
4: South East Stevenage to Stevenage Central	£3.0 million	Project validation (PV) is completed and date TBC
5: West of Stevenage to Stevenage Central	£860,000 ⁵	West Stevenage has agreed in principle to deliver much of Route 5
6: East Stevenage orbital	£3.5 million ⁵	East Stevenage will deliver much of Route 6 and works are under construction
7: West Stevenage orbital	£1.35 million	Potentially in 2025/26
8: Stevenage Central	£975,000	TBC

- 2.6 The potential improvements to cycle infrastructure comprise a project under the Town Deal for which Government funding has been secured. A business case to guide joint work between HCC and SBC is under development.
- 2.7 Other potential funding sources for cycle infrastructure include developer contributions, capital funding, DfT Active Travel Funds, LEP, and other Government funding opportunities.

⁵ HCC has provided initial cost estimates for cycle routes and has indicated that several routes may require additional spending.

- 2.8 The cycle hub at the railway station will be delivered by Network Rail, HCC, and SBC and funded through developer contributions. The estimated cost is up to £500,000.
- 2.9 Cycle parking in the town centre will be delivered by SBC and HCC and funded through developer contributions. An estimated cost has not yet been identified.

A funding requirement of at least £32 million has been identified for this item.⁵

3. Walking

Lead agencies

Hertfordshire County Council

Stevenage Borough Council

Evidence base

HCC GRIPE Cabinet Panel Paper (2020)

Stevenage Local Walking & Cycling Infrastructure Plan (2019)

Stevenage Future Town, Future Transport Strategy (2019)

North Central Hertfordshire Growth and Transport Plan (2019)

Stevenage Cycling Strategy (2018)

Hertfordshire Local Transport Plan 4 (2018)

Stevenage Mobility Strategy (2016)

Background

- 3.1 The largest attractor of, and creator of walking trips in Stevenage is Stevenage Central, which contains the UK's first pedestrianised town centre. Stevenage Central also includes the bus and railway stations, Arts and Leisure Centre, Swimming Centre, and Stevenage Leisure Park. This area will undergo significant regeneration over the next 15 years, which will offer many opportunities to improve walking infrastructure.
- 3.2 The local steering group consulted on the LCWIP identified several barriers to pedestrian access in this area, including that Lytton Way segregates the Leisure Park from the Town Centre; there is no access from the Swimming Centre to the Town Centre across St. George's Way; the pedestrian route from the Old Town to the Town Centre goes through the Tesco car park; there is no access from the west of Fairlands Way into the Town Centre; and some of the walking underpasses in the town are of poor quality.
- 3.3 Schools, Employment Areas, Neighbourhood Centres, and the High Street also create significant numbers of walking trips.
- 3.4 The local steering group identified severe congestion during school drop offs which causes parking pressure and potentially dangerous clashes between different modal users. HCC is working with schools to help prepare travel plans which will encourage and enable more students to walk to school.

Identified infrastructure schemes and requirements

3.5 The LCWIP identifies 15 potential improvements to walking infrastructure, including:

- an at-grade crossing from the railway station across a downgraded Lytton Way;
- an improved pedestrian route to the station through the redeveloped Leisure Park;
- new pedestrian crossings at the northern and southern end of St. George's Way;
- an improved pedestrian route to the Old Town through the Tesco site;
- resurfaced and expanded Town Centre pedestrian routes with new signage;
- and improved lighting in several underpasses.

Funding and delivery

3.6 The potential improvements to walking infrastructure comprise a project under the Town Deal for which Government funding has been secured. A business case to guide joint work between HCC and SBC is under development.

3.7 There are opportunities to fund and implement improvements as part of new developments using S106 funding, CIL funding, capital funding, DfT Active Travel Funds, Hertfordshire Futures, and other Government funding opportunities.

A funding requirement of at least £1.4 million has been identified for this item.

4. Bus

Lead agencies

Hertfordshire County Council

Bus operators (Arriva, UNO and Centrebus)

Evidence base

HCC GrIPE Cabinet Panel Paper (2020)

Stevenage Future Town, Future Transport Strategy

(2019) North Central Hertfordshire Growth and Transport

Plan (2019) Hertfordshire Local Transport Plan 4 (2018)

Stevenage Mobility Strategy (2016)

HCC Bus Strategy 2011-2031

Background

- 4.1 HCC manages the bus network in Stevenage, with most services provided by Centrebus and Arriva. Whilst HCC is responsible for maintaining and providing bus stops, network infrastructure and service information displays, SBC is responsible for the provision and maintenance of bus shelters and is also the major landowner within the Town Centre, including a number of roads and the sites of the old bus station and new bus interchange.
- 4.2 A comprehensive range of bus routes serves Stevenage, with most homes within walking distance of bus stops. Circular routes connect residential neighbourhoods to local facilities, the Town Centre, and employment areas at Gunnels Wood and Pin Green, whilst inter-urban services connect to Hitchin, Welwyn Garden City and beyond.
- 4.3 A new bus interchange was completed in Spring 2022. The interchange provides safe bicycle parking, a comfortable and modern waiting environment for passengers and capacity for electric bus charging, as well as a cafe and mobility store..
- 4.4 The new bus interchange is located in close proximity to the railway station. An emerging Area Action Plan for the Station Gateway area of the town includes a series of potential options for transforming the area adjacent to the railway station, which include the possible downgrading of Lytton Way to accommodate bus and taxi traffic only, as part of a wider package of proposals.

Identified infrastructure schemes and requirements

- 4.5 The draft North Central Hertfordshire Growth and Transport Plan identifies several bus interventions impacting Stevenage, including:
- A North-South Bus Corridor linking new development to the north and south of Stevenage to the Old Town, new bus interchange and railway station, and Gunnels Wood employment area, potentially providing segregated bus priority where congestion affects bus service reliability;
 - A frequent and direct bus service with bus priority as appropriate connecting new development to the north, west, and southeast of Stevenage;
 - Improvements to the quality of route 300/301 between Stevenage and Welwyn Garden City/Hatfield/Hemel Hempstead and route 100/101 between Stevenage and Luton.
- 4.6 In December 2020, Stevenage was accepted onto HCC's Sustainable Travel Towns programme. SBC and HCC are developing an Implementation Plan to support modal shift to sustainable transport in Stevenage, which will be presented to HCC's Highways and Transport Panel in early 2023.

Funding and delivery

- 4.7 Improvements to or contributions towards the bus network are typically discussed on a site-by-site basis. Co-ordination is required where multiple nearby sites cumulatively lead to requirements for new or improved services and facilities. Where the provision of new bus infrastructure relates solely to a single new development, or number of new developments, HCC expects those developers to fund the required schemes, through either legal agreements or contributions.
- 4.8 HCC is examining the feasibility of a North-South Bus Corridor at an estimated cost of £5 to £10 million, which would be funded by developer contributions and be implemented over an estimated five to 10 years.
- 4.9 HCC estimates that ensuring that new development to the north, west, and southeast of Stevenage is connected to the town centre by bus would cost £5 to £10 million over two to five years.
- 4.10 Improvements to the quality of route 300/301 between Stevenage and Welwyn Garden City/Hatfield/Hemel Hempstead and route 100/101 between Stevenage and Luton are estimated to cost £500,000 to £1 million over two to five years.
- 4.11 The West of Stevenage development will provide a bus route through the scheme with bus stops located within neighbourhood sustainable transport hubs. North of Stevenage and South East of Stevenage will also provide bus service to the town centre, but the details of this provision are not yet known.

A funding requirement of £10 million has been identified for this item.

5. Rail

Lead agencies

Network Rail

Train operators (Great Northern, Thameslink, London North Eastern Railway)

Evidence base

Stevenage Future Town, Future Transport Strategy (2019)

North Central Hertfordshire Growth and Transport Plan (2019)

Hertfordshire Local Transport Plan 4 (2018)

Stevenage Mobility Strategy (2016)

Background

- 5.1 Stevenage Railway Station is on the East Coast Main Line, and provides local / regional services to London, Cambridge and Peterborough, destinations south of London including Gatwick Airport and Brighton, and services via the Hertford North loop. The station is also regularly served by long-distance trains to York and Leeds, and by less-frequent services to other destinations such as Newcastle and Edinburgh. The aspiration, as set out in Hertfordshire's Rail Strategy, is to have the addition of an hourly service to Newcastle.
- 5.2 The full opening of the Elizabeth Line provides connections to large areas of London (including Heathrow Airport), Essex and Berkshire via a single change of trains at Farringdon. Further connectivity with only one interchange will result from the completion of the Bedford to Cambridge section of East West Rail in the 2020s which will improve access to Bedford and Milton Keynes via a new station at Tempsford.
- 5.3 The station is used by 4.7 million passengers per year (pre-pandemic), and its location adjacent to the town centre and new bus station, together with the recent completion of the multi storey car park and cycle hub, means that it is easily accessible by all modes of transport.

Identified infrastructure schemes and requirements

- 5.4 The completion of the fifth platform to serve the Hertford North loop has meant that the ability to add additional services is more limited by capacity constraints on the East Coast Main Line rather than platform availability at the station itself. These constraints include the nearby two-track section between Knebworth and Welwyn, but also other issues much further afield due to the intensive use of the mainline.
- 5.5 The current Network Rail programme to introduce digital signalling on the southern end of the mainline will provide some capacity headway, although the main outcome will be greater reliability rather than a significant increase in the number of trains that can

operate.

- 5.6 The station buildings date from 1973 and are now inadequate in terms of platform widths, staircase capacity and concourse space. The appearance of the entrances to the station are substandard in terms of providing a gateway to a town of Stevenage's importance. The Stevenage Central Framework identifies a need to refurbish the railway station.
- 5.7 The Stevenage Station Gateway Area Action Plan identifies measures to improve area immediately outside of the station.

Funding and delivery

- 5.8 Whilst GTR is initially responsible for improvements to the station, the size of the works required would require a lead from Network Rail. The previous estimated cost to refurbish the railway station was £40 million, but this has not been recently updated.
- 5.9 Public realm interventions identified by the Stevenage Station Gateway Area Action Plan will be funded by the Towns Fund and developer contributions.

A funding requirement of £40 million has been identified for this item

6. Strategic road network

Lead agency

Highways England

Other partners

Hertfordshire County Council

Borough and District Councils

Evidence base

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

- 6.1 The A1(M) is one of the main north-south routes through Hertfordshire. It carries local, regional, and long-distance traffic. Stevenage is served by two junctions; Junction 7 provides access to the south of the town and further afield to Hertford, and Junction 8 to the north providing access to Hitchin, Luton and beyond.
- 6.2 The section of the A1(M) between Junction 6 at Welwyn and Junction 8 to the north of Stevenage provides two lanes in each direction. Either side of this, the motorway provides three lanes.
- 6.3 The last twenty years have seen major changes in car ownership and the number and type of journeys that people make. The A1(M) is no longer considered to be a principal route for long journeys from London to the north-east. This section is now widely used for relatively short commuting journeys.
- 6.4 Within the lifetime of the Local Plan, the A1(M) will reach its capacity on the two-lane section. This was recognised in Highways England's response to the first consultation on the Local Plan in 2013. This identified that difficulties in realising a scheme "may pose risks to the deliverability of the Local Plan proposals". Improvements to the A1(M) are therefore essential.

Identified infrastructure schemes and requirements

- 6.5 In January 2015, transport modelling for Stevenage's Local Plan reconfirmed the need for junction and carriageway improvements to accommodate both background traffic growth and future development. In addition to extra capacity on the main carriageway, improvements will be required to:
 - Junction 7: Northbound and southbound onslips and the southbound offslip;
 - Junction 8: Northbound onslip.
- 6.6 Highways England planned to deliver a SMART motorway scheme upgrading the A1(M) to three lanes between junctions 6 and 8 which would be capable of supporting growth through 2026. However, new smart motorways have been removed from government road building plans due to financial pressures and lack of public confidence in the schemes. Therefore, smart motorways earmarked for construction during the third Road

Investment Strategy (2025 to 2030) will now not go ahead.

Funding and delivery

- 6.7 Improvements to A1(M) Junctions 7 and 8 are expected to cost a total of £16 million (£8 million each), with £0 secured.

A funding requirement of £16 million has been identified for this item.

7. Local road network

Lead agency

Hertfordshire County Council

Evidence base

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

- 7.1 There is an extensive urban road network within Stevenage which is managed by Hertfordshire County Council as the local transport authority. There are three main north-south routes and four main east-west routes. A significant proportion of these are dual carriageway and/or have 40mph speed limits.
- 7.2 The main route through the town is the A602 which connects Hitchin to the A10 at Ware. The A602 routes to the west of the Old Town High Street and past the railway station and Town Centre before turning east through the south of the town. A spur links to Junction 7 of the A1(M). This route carries a significant quantity of inter-urban traffic.
- 7.3 Stevenage is part of the Hertfordshire Sustainable Travel Town programme, which supports the delivery of sustainable transport goals set out in the 2016 Stevenage Mobility Strategy and the Local Plan. SBC and HCC are introducing initiatives to increase the proportion of journeys made by sustainable modes (on foot, by bicycle, by public transport, or via schemes such as cycle hire and car clubs). The initiatives include walking, cycling and shared mobility infrastructure enhancements, together with behaviour change schemes. It is likely that some highway capacity would need to be reallocated for use by pedestrians, cyclists, and bus users.
- 7.4 The HCC Local Transport Plan (LTP4) was adopted in 2018. This covers the period to 2031 and sets a vision and strategy for transport development in Hertfordshire. This plan advocates that new development should be located so that it makes best use of the existing road network, as well as sustainable modes of transport. It contains a number of overarching measures and targets aimed at improving safety and ensuring a more efficient road network.

Identified transport schemes and requirements

- 7.5 HCC delivered improvements to eight junctions of the A602 between Stevenage and Ware in response to congestions and sub-standard journey times. Construction began in June 2020 .
- 7.6 New or upgraded road connections into the West of Stevenage, North of Stevenage, and South East of Stevenage strategic housing sites may be required. This may include upgrading Bessemer Drive and Meadway to provide access to West of Stevenage⁶, adding new road links from North Road and Granby Road to provide

⁶ As of October 2025, . For West Stevenage, the planning permission does secure upgraded access into the site via Bessemer Drive, the construction of a tunnel for a new road at Meadway and utilising the existing Meadway as a shared pedestrian / cycle route into West Stevenage.

access to North of Stevenage⁷, and adding new road links off from the A602 to provide access to South East of Stevenage.

- 7.7 Options to transform the gateway area between the railway station and Town Centre may include downgrading Lytton Way for bus and taxi use only.

Funding and delivery

- 7.8 HCC has secured £19.4 million to deliver A602 capacity and traffic flow upgrades.
- 7.9 Selected public realm interventions will be funded by the Towns Fund and HCC developer contributions.

A funding requirement has yet to be identified for this item.

⁷ As of October 2025, For North Stevenage, access into the site has been secured through relevant s.106 / s.278 mechanisms with the junctions now in place.

Education

8. Free early education, childcare provision, and family centre service

Lead agency

Hertfordshire County Council

Evidence base

Liaison with HCC

[Childcare Sufficiency Report](#)

Background

- 8.1 Hertfordshire County Council has several statutory duties to ensure there is sufficient childcare across Hertfordshire, so parents can continue to work. This entails the following:
- Duty to secure sufficient childcare for 0–14-year-olds:
 - All working families with children up to the age of 14 (18 for children with special education needs and disabilities) can expect the local authority to ensure there are sufficient childcare places available for their children to ensure they are able to continue to work.
 - Early Education and Childcare for 2-year-olds: (Supported Families)
 - Parents who meet national criteria as set by central government are entitled to fifteen hours of free early education and childcare. The aim of this scheme is to narrow the gap for the most disadvantaged families.
 - Early Education and Childcare for children aged from 9 months (Working Parents)
 - Working parents who meet national criteria as set by central government are entitled to up to 30 hours free early education and childcare from September 2025
 - Universal Early Education and Childcare for 3- and 4-year-olds:
 - All children regardless of circumstance from the term after they are three until they start reception are entitled to fifteen hours of early education and childcare.
- 8.2 By September 2026, a national pathfinder scheme for ‘wraparound care’ will be in place in England to stimulate supply in the wraparound market and support the ambition that all parents of school-age children can access childcare in their local area from 8 a.m. to 6 p.m.
- 8.3 With these new entitlements, it is expected that demand for these services will increase. Provision for these new entitlements will be delivered within schools’ pre-schools, day nurseries, childminders, and out-of-school provision.
- 8.4 In addition Hertfordshire County Council commissions the Family Centre Service across the county, made up of Public Health Nursing (Health Visiting and School Nursing services) covering the 0-19

years & 25 with SEND population and the Family Support Service (0-5 years), to provide a range of support and services for families.

- 8.5 The Family Centre Service runs from a variety of locations to create an accessible offer that is locally available, through a mix of fixed Family Centre buildings (46), including a hub in each district, health buildings, and community venues such as community centres and schools.
- 8.6 The Family Centre Service works closely with an extensive range of partners, including schools, childcare providers, midwives, GPs, and voluntary, community, faith, and social enterprise organisations. The offer includes services to support child development, outreach and family support, parenting support, access to training and work opportunities, and child and family health services.
- 8.7 The service provides a central hub for families to access universal group sessions, right through to targeted 1:1 support, and contribute significantly to the national Healthy Child Programme.
- 8.8 Stevenage has four family centres which serve the whole district, although families can attend any centre in any part of the county. These four centres are grouped into two clusters, Stevenage North contains Bridge Road and St Nicholas and Martins Wood Family Centres, Stevenage South contains Chells and Manor, and Broadwater Family Centres; Broadwater is the main hub in Stevenage.
- 8.9 Five of the six areas in Stevenage fall into the 30% most disadvantaged areas within Hertfordshire. Three areas also fall into the ten most disadvantaged communities in Hertfordshire. As the two-year-old free early education and childcare entitlement (supported families) is only available for disadvantaged children, this indicates that the need for these places will be higher in these areas of Stevenage than the rest of Hertfordshire.

In the soon to be published Childcare Sufficiency Report 2025 the local authorities' early years and childcare place requirements in Stevenage are as follows.

9 months – 23 months Free early education and childcare	33 place deficit
2-year-old Free Early Education and childcare (supported Families)	84 place deficit
2-year-old Free Early Education and childcare (Working Families)	83 place deficit
3- and 4-year-old Free Early Education and Childcare (Universal)	181 place deficit
5-11-year-old childcare	81 place deficit

Source: childcare sufficiency report March 2025

- 8.10 The picture in Stevenage indicates a deficit of places across all the age groups. The local authority is working in partnership with childcare providers in Stevenage to develop more places and this is reaping rewards with the expectation that up to 100 new places will be created by September 2025 across the age range 0- 5 years.

Identified infrastructure schemes and requirements.

- 8.11 Future requirements will depend on a number of factors, including changes in birth rate, level of provision and changes in regulations and new Government initiatives relating to the sector. Planned housing growth in Stevenage over the Local Plan period will generate increased demand

for early years and childcare places. The local authority will collaborate with developers on the large-scale developments to build bespoke childcare provision to meet this additional demand.

Funding and delivery

8.12 See following section on primary schools.

Schools

- 9.1 Hertfordshire County Council is the local authority (LA) with statutory responsibility for education and has a duty to secure sufficient school places in its area, ensuring every child has access to a school place. The local authority's role in securing new school provision has changed, particularly since the Academies Act 2010 and the Education Act 2011.
- 9.2 A number of schools in Hertfordshire now operate outside of HCC's control. It is further expected that all new school provision will take the form of either an academy or free school. However, the local authority remains responsible for ensuring a sufficient supply of school places to meet demand and also to promote diversity and choice. This provision includes nursery, primary, secondary, sixth-form education, and special needs.
- 9.3 When an existing school proposes conversion to an academy, the local authority has no decision-making role in the process. Consultation is undertaken by the proposers of new schools. The fitness of their proposals (in terms both of buildings and operation) is assessed and determined by the Department for Education, which then contracts with the provider.
However, where wholly new schools are proposed, the local authority can perform a facilitation role in delivering premises, in the form of either land or built facilities, and then inviting bidders. Bids are then assessed as above.
- 9.4 In the case of existing local authority-controlled schools, HCC uses its resources to meet demand arising from changes in the population. This may lead to (short-term or permanent) demand for extra provision, a reduction in provision, or a change from one type of provision to another.
School places are expressed in terms of 'forms of entry' (FE). 1FE relates to 30 school places.

9. Primary schools

Lead agency

Hertfordshire County Council

Evidence base

Liaison with HCC

[HCC School planning](#)

Background

- 9.5 There are 26 primary schools (including infant and junior) within the Stevenage administrative area. Fourteen are community schools, six are academies, two are foundation schools, three are voluntary aided and one is voluntary controlled.
- 9.6 HCC uses School Planning Areas to determine future requirements for education provision. These are subdivisions of the county, although they do not necessarily correspond to local authority administrative boundaries.
- 9.7 Stevenage lies within the Stevenage School Planning Area (SPA). It includes the whole of the borough and a number of outlying parishes in North Hertfordshire and East Hertfordshire's administrative areas including Aston, Benington, Datchworth, Graveley, Knebworth and Walkern.
- 9.8 HCC has provided requirements for new primary school provision over the Local Plan period arising from housing growth.

Identified infrastructure schemes and requirements

- 9.9 HCC has identified requirements for three new primary schools totalling 7FE to serve the West of Stevenage, North of Stevenage, and Stevenage Town Centre strategic housing sites. Up to 4FE of additional demand through expansions of existing schools may be required to meet demand arising from other development in Stevenage, but will be informed by the population dynamics at that time as well as local demographic data to ensure the right number of places are provided in the right location.

School	Type	Existing capacity	Expansion potential
Ashtree Primary School & Nursery	Community	1FE	+2FE
Bedwell Primary School & Nursery	Community	1.5FE	+0.5FE
Broom Barns Primary School	Foundation	1FE	+1FE
Camps Hill Primary School	Academy	2FE	+1FE
Fairlands Primary School	Academy	3FE	None
Featherstone Wood Primary School & Nursery	Community	1FE	+1FE
Giles Infants and Junior Schools	Community	3FE	None
Graveley Primary School	Voluntary Controlled	0.5FE	+0.5FE (school on a constrained site, additional land may be required to support enlargement)
Letchmore Infant and Almond Hill Junior Schools	Community	3FE	None
Lodge Farm Primary School	Community	2FE	+1FE
Longmeadow Primary School	Community	1FE	+2FE
Martins Wood Primary School	Academy	3FE	None
Moss Bury Primary School & Nursery	Community	1FE	+1FE
Peartree Spring Primary School	Foundation	3FE	None
Roebuck Primary School & Nursery	Academy	2FE	None
Round Diamond Primary School	Academy	2FE	None
Shephalbury Park Primary School	Community	1FE	+1FE
St Margaret Clithrow Roman Catholic Primary School	Voluntary Aided	1FE	None
St Nicholas C of E Primary School & Nursery	Voluntary Aided	1FE	None

St Vincent de Paul Catholic Primary School	Voluntary Aided	2FE	None
The Leys Primary & Nursery School	Community	2FE	+1FE
Trotts Hills Primary & Nursery School	Community	1FE	+1FE
Woolenwick Infant & Nursery School	Community	2FE	None
Total		40FE	13FE

Funding and delivery

- 9.10 Based on DfE scorecards and indexed to BCIS Q1 2020⁸ (indexation will need to be applied), HCC has provided the following funding estimates for primary school provision:
 New 3FE school in West of Stevenage: £13.9 million
 New 2FE school in North of Stevenage: £9.2 million
 New 2FE school in Stevenage Town Centre: £9.2 million
 Up to 4FE of primary school expansions: Up to £14.5 million
 Total: Up to £32.3 million
- 9.11 It is proposed / expected that the West of Stevenage, North of Stevenage, and Town Centre developments will fully fund their primary schools, which will also include nursery provision.
 A total of £3.6 million in s106 contributions have been agreed to date towards up to 4FE of primary school expansions, leaving a £10.9 million gap that HCC would seek CIL funding to close. HCC would likely fill any remaining funding shortfalls after CIL bids with HCC capital funding. The timing of primary school expansions depends on the delivery of new housing.

A funding requirement of £10.9 million has been identified for this item.

⁸ The base indexation should the IDP be updated today would be at 1Q2025 for any future project or moneys not yet secured. Therefore this would be £12,448,494 for a 2FE new build & £5,061,375 per expansion FE.

10. Secondary schools

Lead agency

Hertfordshire County Council

Evidence base

Liaison with HCC

Background

- 10.1 There are six secondary schools within the Stevenage administrative area. These serve the whole of the school planning area as there are no secondary schools in the outlying villages.
- 10.2 Marriotts School is a community school, The Nobel School and Barnwell School are Foundation schools and The John Henry Newman Roman Catholic School, Barclay Academy and The Thomas Alleyne Academy are academies.
- 10.3 HCC annually produces forecasts on Year 7 demand in Stevenage 7 years into the future. The forecasts are based on how many primary school pupils are moving onto secondary schools, recent trends in pupil movement patterns, and the initial additional pupils arising from new housing growth that has planning permission.
- 10.4 HCC has provided requirements for new secondary school provision over the Local Plan period arising from housing growth.

Identified infrastructure schemes and requirements

- 10.5 HCC has identified a need for a new 6-8FE secondary school and potential future expansion of existing secondary schools.
- 10.6 The pupil yield from anticipated housing growth within Stevenage and from developments adjacent to the Stevenage administrative boundary is likely to generate a need for around 22FE of additional secondary school provision to ensure all the yield from the proposed new housing growth of circa 12,000 homes can be planned for in the long term.
- 10.7 Current demand for Year 7 places from the existing Stevenage population is projected to decline with a surplus forecast of 7fe towards the end of the decade as the existing population declines, assuming no growth from new housing. The summer 2024 secondary pupil forecasts a close match between demand and supply for the remaining years of the forecast with a deficit in some years. The current pre-school age population is falling as it is across the county and as these children age through to secondary provision it is possible there may be some surplus capacity in future years beyond the current forecast. Therefore it is anticipated that in order to meet the yield from new housing within Stevenage and assuming anticipated surplus remains available in the future, further capacity of circa 15FE needs to be identified.
- 10.8 The vacant former Barnwell East / Collenswood School site could provide 6-8FE of capacity and there is some expansion potential within existing schools. However, it should

be noted that all but one of the secondary schools in the town are academies or their own admitting authorities and therefore this expansion potential cannot be wholly relied on as the County Council is unable to 'force' these schools outside LA control to expand to offer more places.

School	Type	Existing capacity	Expansion potential	Comments
The Nobel School	Foundation	8FE	2FE	Would require additional land to expand and meet standards.
The Saint John Henry Newman Catholic School	Academy	8FE	0FE	
Barclay Academy	Academy	6.5FE	0.5FE	Possible to expand to 7FE and would be compliant on soft outdoor PE (BB103) but would be deficient on playing fields (S77).
Barnwell School	Foundation	8FE	2FE	Has the potential to expand to 10FE, but the school has reduced its PAN to 8FE from September 2024, so this potential additional capacity is only theoretical.
Marriotts School	Community	8FE	0.5FE	Would require additional land to expand and meet standards.
The Thomas Alleyne Academy	Academy	6FE	0FE	The existing site access is restricted with limited scope to improve it, particularly at the junction with the High Street. Due to this limitation, it is likely the existing car park would need to be significantly enlarged/reconfigured to accommodate additional staff parking and drop off/pick up facilities. Some of the school playing fields would be required to enable this. Further feasibility work required to confirm expansion potential.
New school at the former Barnwell East site / land at Redwing Close OR other provision serving Stevenage TBC	TBC	TBC	TBC	HCC has agreed to seek S106 from all Stevenage Strategic sites towards secondary education to fund the delivery of this project.
Total		44.5FE	5FE (see Barnwell School for caveat)	Further feasibility required to confirm expansion potential at existing sites.

Funding and delivery

- 10.9 The requirement for new secondary school capacity to meet demand from new housing growth within Stevenage will primarily be satisfied through the delivery of a new school on land at the former Barnwell East site / land at Redwing Close and/or provision serving the development.
- 10.10 The remaining required capacity will be satisfied depending on future strategy and demand, with the possible option of expansion of existing schools in the town and new school provision to the north of Stevenage located within the North Hertfordshire Local Authority administrative boundary.
- 10.11 Funding requirements for secondary school expansion are set at £5,642,630 per FE (index linked to BCIS 1Q 2023⁹ & includes a 10% sustainability uplift and sixth form provision).

⁹ If this were to be updated to the current figure used to inform IDPs at 1Q2025 base date, this would be £5,940,422 per FE for expansions. It is noted however that the project we are seeking in SBC for secondary is a new build school as mentioned at 9.20 but is uncoded in the IDP. It is not yet known the final FE size that this school is intended to be brought forward at but a 6FE new secondary school costs £37,482,509 at BCIS 1Q2025.

11. SEND (Special Education and Needs and Disabilities)

Lead agency

Hertfordshire County Council

Evidence base

SEND Special School Place Planning Strategy 2018-2023
Liaison with HCC

Background

- 11.1 The County Council has a duty to promote high standards of education, fair access to education and a general duty to secure the sufficiency of school places. In addition, it must consider the need to secure provision for children with SEND, including the duty to respond to parents' representations about school provision. These are referred to as the School Place Planning Duties.
- 11.2 All Hertfordshire special schools are at capacity and demand for places continues to rise both from the existing population as well as through significant levels of new growth in the county.
- 11.3 To meet the rising demand for special school provision and to ensure that there is sufficient capacity for children with special educational needs and disabilities, in high quality local provision that meets their needs the county council have developed a strategy, the SEND Special School Place Planning Strategy 2020-2023 (Autumn 2020).
- 11.4 Pupils with SEND often travel further to school and solutions to meet the needs of pupils with SEND living in Stevenage will cross local planning authorities and contributions may be sought from Stevenage to support capital projects in other LPAs.
- 11.5 Needs of pupils with SEND will be met in a range of education settings. Most pupils will have their needs met in a mainstream school. Some will need extra support in either a SEN unit or a specialist resource provision (SRP) in a mainstream school, an education support centre (ESC), others will need a special school placement. Of the specialist provision available in Hertfordshire, the settings below most serve the needs of pupils in Stevenage.

Specialist Provision	Age Range	Project
Greenside Special School Stevenage	Primary &	Severe Learning Difficulties
Lonsdale Special School Stevenage	Primary & Secondary All through	Physical & Neurological Impairment
Stevenage ESC Stevenage	Secondary	Alternative Provision for pupils who have/are at risk of exclusion

The Valley Special School Stevenage	Secondary	Learning Difficulties
Woolgrove Special School Letchworth	Primary	Learning Difficulties
Brandles Special School Baldock	Secondary	Social Emotional & Mental Health
Larwood Special School Stevenage	Primary	Social Emotional & Mental Health
James Marks Academy Welwyn Garden City	Secondary	Communication & Autism

11.6 In the past 5 years, HCC has invested heavily in the delivery of additional specialist provision, through HCC capital borrowing and the use of DfE SEND capital funding allocations and S106/CIL contributions. The capital programme is delivering on the key priorities of the SEND Special School Place Planning Strategy 2020-2023, approved by Cabinet in December 2020¹⁰. In March 2024, HCC Cabinet noted that the Strategy has been extended to Spring 2025¹¹.

11.7 The Hertfordshire SEND Partnership, including Hertfordshire County Council, Herts and West Essex Integrated Care Board, schools and other key partners, were inspected in July 2023 by Ofsted and the CQC¹². The outcome of the inspection noted specific points in relation to the availability of special school provision as follows:

‘Some children and young people with EHC plans are waiting for a placement in a special school. A significant proportion of these pupils have attended mainstream school part-time for an extended period of time. Although additional resource is allocated to schools to enhance the support for these children, partnership leaders do not monitor this provision sufficiently closely so that they can be reassured that the arrangements are having a positive impact on the experiences and outcomes of children and young people with SEND.’

‘The local area partnership is in the process of commissioning additional special school places. However, these are not becoming available quickly enough for children and young people who have already been identified as requiring specialist provision or to meet the area’s growing need for specialist provision.’

11.8 To ensure that pupils can secure a place that meets their needs, a significant number of additional places have been created since the inspection last summer, including the majority of our specialist resourced provisions attached to mainstream schools and our first special school satellite provision, demonstrating an increase in pace of delivery.

11.9 Looking specifically at mitigating the yield from growth in Stevenage, it should be noted that all existing settings have been expanded and are now full to capacity with existing children awaiting placement. The Strategy ensures that yield from growth can be mitigated through

¹⁰ [Special School Place Planning Strategy 2020-23](#)

¹¹ [Special School Place Planning Strategy Refresh 2024](#)

¹² [Area SEND Inspection of Hertfordshire Local Area Partnership](#)

new infrastructure projects. Plans are already in place to further mitigate this yield through the delivery of the Priorities in the Place Planning Strategy.

Identified infrastructure schemes and requirements

- 11.10 The SEND Special School Place Planning Strategy identifies a number of priorities for new special school places.

Increasing the number of SLD / PNI places (Priority 1 of the Strategy)

- 11.11 The top priority in the Strategy is the delivery of 213 new special school places for children with severe learning difficulties (SLD) and physical and neurological impairment (PNI). In May 2022, Cabinet approved the HCC has already committed capital funding to create 113 new SLD places in the south-west of the county, including Dacorum, through the relocation and enlargement of Breakspeare School from its current site in Abbots Langley, to the former Durrants Playing field site in Croxley Green. HCC are in the process of submitting the planning application for the new school in Croxley Green and the current programme indicates practical completion around January 2026.

- 11.12 In additional, 100 SLD places are urgently needed to ensure there are sufficient places in the east of the county, including for those pupils living in Stevenage, to ensure there are sufficient places in the east of the county to meet current and future requirements.

Meeting the immediate demand for special school places (Priority 3 of the Strategy)

- 11.13 By September 25, the number of specialist places available across Hertfordshire will have increased by over 1000 places, since 2018. Of those places, the ones shown below directly serve needs of pupils living in Dacorum. Work continues to deliver additional places to meet demand through new infrastructure projects, including those that will support pupils in Stevenage.

New Communication & Autism Sector (Priority 4 of the Strategy)

- 11.14 Two new schools will meet the countywide need for pupils with communication and autism together with a countywide pattern of specialist resource provision in mainstream schools:

Specialist Provision	Age Range	Project
James Marks Academy Welwyn Garden City	Secondary	New secondary special school to meet countywide need for children with communication & autism phased opening 20 places from Sept 24 to 60 places by September 25
Journeys Academy Potters Bar	Primary	New primary special school to meet countywide need for children with communication & autism phased opening from September 2025

- 11.15 HCC has identified a need for additional places to be provided, three new schools are planned across the county, none of which are within the Stevenage administrative

boundary, however these will provide places for Stevenage pupils and Stevenage developments.

Funding and delivery

- 11.16 HCC reserves the right to a CIL bid to fund new SEND places to meet the needs arising from Stevenage.

Health

12. Primary care general practice

Lead agencies

NHS Hertfordshire and West Essex Integrated Care Board

Evidence base

Liaison with Hertfordshire and West Essex Integrated Care Board

NHS 10 Year Health Plan for England, 'Fit for the Future', July 2025

Background

- 12.1 The NHS Hertfordshire and West Essex Integrated Care Board (HWE ICB) is a statutory body with responsibility for commissioning and delivering joined up health and social health care to a population of c1.5m in Hertfordshire and west Essex. In line with the Health and Care Act 2022, the HWE ICB and partner NHS Trusts and NHS Foundation Trusts work in collaboration with local Health and Wellbeing Boards to arrange and provide NHS services to:
- improve the general health and wellbeing of Hertfordshire and west Essex residents and improve health care services in the area.
 - tackle the inequalities which affect people's physical and mental health, such as their ability to get the health services they need, and the quality of those services help tackle health and wider inequalities.
 - get the most out of local health and care services and make sure that they are good value for money.
 - help the NHS support social and economic development in Hertfordshire and west Essex.
- 12.2 The role of the HWE ICB is to allocate the NHS budget and commission services for the local population, taking over functions previously held by clinical commissioning groups (CCGs) and some of the direct functions of NHS England.
- 12.3 The ICB is directly accountable to NHS England for NHS spend and performance within the system. All ICBs must prepare a five-year system plan setting out how they will meet the health needs of their population. In addition, the ICB and its partner NHS trusts and foundation trusts must develop a joint plan for capital spending (spending on buildings, infrastructure and equipment) for providers within the geography.
- 12.4 In common with other areas of England, Hertfordshire and west Essex face significant challenges and opportunities. A high proportion of our residents are in good health with life expectancy for both men and women higher than the national average. However,

Hertfordshire and west Essex also faces the challenge of an ageing population, with people who live longer often having greater need for health and care.

- 12.5 The Hertfordshire and West Essex Integrated Care Partnership (HWE ICP) was set up in 2022 and is a statutory joint committee established jointly by Hertfordshire County Council, Essex County Council and the HWE ICB. It comprises representation from the HWE ICB, the county councils and district and borough councils, the Police, Fire and Crime Commissioner, care providers and leads from the VCSFE Alliance.
- 12.6 To support improvements to the health and care outcomes and experiences of Hertfordshire and West Essex residents, the HWE ICP has produced a 10-year Integrated Care Strategy which was approved in December 2022. The Strategy includes a Delivery Plan and covers six strategic priorities. Of particular is '*Strategic Priority 2 -supporting our communities and places to be healthy and sustainable*' and '*Strategic Priority 3 - supporting our residents to maintain healthy lifestyles*'.
- 12.7 The NHS 10 Year Health Plan, 'Fit for the Future' was published in July 2025 and is part of the Government's health mission to build a health service fit for the future. It is a long-term strategy which focuses on transforming the NHS by shifting care from hospitals to communities, embracing digital technologies, and prioritising prevention over treatment.
- 12.8 People are living longer with more complex health conditions which are mainly managed in primary and community health settings. Moving care from hospitals to communities to meet changing needs for healthcare and which provides continuous, accessible and integrated care, is therefore a key aim of the NHS 10 Year Health Plan.
- 12.9 Of note, community nursing, intermediate care into patients' homes or from local hospitals, and mental health services are delivered by NHS Trusts, the Hertfordshire Community Trust and the Hertfordshire Partnership Foundation Trust. These are identified as secondary healthcare services and are discussed in the next section of this report.
- 12.10 Within the HWE ICB there are 35 Primary Care Networks (PCNs) across the 14 localities; each covering a population of between circa 27,000 and 68,000 patients. Primary Care Networks (PCNs) are groups of GP practices working together with community, mental health, social care, pharmacy, hospital, and voluntary services in their local areas to meet the needs of the population.
- 12.11 PCNs are small enough to provide the personal care, valued by both people and GPs, but large enough to have impact and economies of scale through better collaboration between GP practices and others in the local health and social care system.
- 12.12 PCNs are expected to deliver services at scale for its registered population whilst working collaboratively with acute, community, voluntary and social care services in order to ensure an integrated approach to patient care. Patients are at liberty to choose which GP practice

to register with providing they live within the practice boundary. However, the majority of patients choose to register with the surgery closest and/or most easily accessible to their home for the following reasons: it is the quickest journey, accessible by public transport or is in walking distance), parking provision, especially for families with young children and for older adults.

12.13 The HWE ICB keeps up to date PCN patient lists and closely monitors the current and future capacity of GP surgeries against Local Plan allocations/ housing trajectories. Consideration is also given to the impact of the planned housing growth in North Herts District Council, East Herts Council and Welwyn and Hatfield Borough Council Local Plan Developments where they border Stevenage.

12.14 There are two PCNs covering Stevenage – Stevenage North PCN and Stevenage South PCN. The practice membership is detailed in the tables below.

Table 1: Stevenage North PCN:

Surgery/Practice	Actual patient registrations as of 1st July 2025	Total net internal area (NIA) m2	Actual patients per NIA m2
Stanmore Medical Group – Stanmore Road Health Centre (Main Surgery)	15,683	783.71	20.5
Stanmore Medical Group – Poplars Surgery (Branch)	4,901	227.44	21.5
Stanmore Medical Group – St Nicholas Health Centre (Branch)	10,292	646.07	16.4
Stanmore Medical Group – Canterbury Way Surgery (Branch)	3,921	206.85	19
Chells Way Surgery	14,212	805	17.7
Total	49,008	2,669.07	-

Table 2: Stevenage South PCN:

Surgery/Practice	Actual patient registrations as of 1 July 2025	Total net internal area (NIA) m2	Actual patients per NIA m2
The Surgery Knebworth	8,378	470.08	18.6
Marymead Surgery	4,511	278.8	17.4
Shephall Way Surgery	10,313	559	19.1
King George Surgery	19,002	780.9	25.8
Bedwell Medical Centre	7,543	434.65	18.2
Roebuck Surgery	6,171	287.6	23.1
The Symonds Green Health Centre	6,768	278.54	24.3
Manor House Surgery	5,360	177.33	32.8
Total	68,046	3,266.9	-

Identified infrastructure schemes and requirements

12.15 Practices with over 20 patients per m² are considered constrained, i.e. the clinical space is insufficient for the number of registered patients.

- In November 2016 the new purpose built Shephall Way Surgery opened.
- Chells Surgery was extended to bring it in line with the optimum patient outcome of 18 patients per m² but with the current growth expectation in Stevenage 18 patients per m² will likely soon be surpassed.
- Knebworth Surgery was relocated to a new purpose-built practice in St Martin's Road, Knebworth in December 2020.

- The most recent expansion project was the extension of Stanmore Road Medical Centre by taking on adjacent space in another building which completed in May 2022.
- In addition to larger projects, over the last 2 years the HWE ICB has taken forward many smaller projects by removing the patient records to off site storage to allow the vacated space to be repurposed, expand capacity and increase patient access. Additional clinical rooms, triage calls centres and administrative and ARR staff space have all been realized accordingly.
- Increasingly there are very limited options to repurpose space in existing premises but options to increase capacity are currently being explored, subject to funding.

12.16 Of the 13 GP surgeries within the Borough boundary, 6 GP surgeries are constrained, with two, Manor House Surgery and King George Surgery severely constrained.

12.17 Significant housing growth from neighbouring Local Authorities is continuing to place severe pressure on primary health care services in Stevenage. Primary health care infrastructure projects to address these pressures are listed in the IDP Schedule but will be kept under review by the HWE ICB.

12.18 The HWE ICB calculates the General Medical Services cost of the additional infrastructure needed to deliver planned new homes using the following formula.

1,000 dwellings x 2.4 (commonly accepted occupancy factor) = 2,400 new patients
 $2,400 / 2,000 = 1.2$ GP (based on ratio of 2,000 patients per GP and 199m² as set out in the NHS England "Premises Principles of Best Practice Part 1 Procurement & Development")

$1.2 \times 199\text{m}^2 = 238.8$ m² additional space required

$238.8 \times £7,000^* \text{ (build costs including land, fit out and fees)} = £1,291,908$

$£1,291,908 / 1,000 = £1,291.908 \sim £1,292$ per dwelling (rounded up)

*subject to change in line with market movements

12.19 It should be noted that above costs are based on a single GP practice, however, all GP surgeries vary in size. In circumstances where investments are made in larger buildings, economies of scale can reduce the overall impact per unit as there will be some common and shared areas. Despite this, space and technical guidance requires larger sized rooms than those in older premises; newer buildings are both larger and more costly.

12.20 It is often impossible to specify the actual project at the planning application stage because the residential unit types are not always known and there is no certainty of delivery. The maximum impact is therefore presumed, and the application will be reviewed and monitored during its process. For the purposes of long-term planning, the HWE ICB has also adopted an alternative calculation based on 18 patients per m², which still has regard to national GMS space guidelines but also considers opportunities for economies of scale.

- 12.21 Given that the exact primary care impact is difficult to assess due to uncertainty of timing of developments coming forward and the resulting increase in patient numbers, this is an average threshold that the HWE ICB applies for planning purposes. Each case varies subject to specific area demographics, how a particular practice operates its business, number of sessions offered, workforce mix etc. It also depends on the nature of their building, e.g. age, type of build.

Funding and delivery

- 12.22 New or extended GP provision, as per the IDP Schedule can be funded in a number of ways, including NHS capital funding, if available, CIL and section 106 contributions and through private finance.

13. Acute services

Lead agencies

NHS Hertfordshire and West Essex Integrated Care Board

East and North Hertfordshire Teaching NHS Trust

Evidence base

Liaison with NHS Hertfordshire and West Essex Integrated Care Board and the East and North Hertfordshire Teaching NHS Trust

NHS 10 Year Health Plan for England, 'Fit for the Future', July 2025

Background

- 13.1 The Lister Hospital, in the north-west of Stevenage, was opened in 1972. Today, it is one of the largest hospitals in Hertfordshire with 720 beds providing a wide range of services. These include accident and emergency, maternity, acute elderly and acute mental health units. The Lister Hospital is the largest employer in the town providing more than 2,700 jobs locally.
- 13.2 In December 2007, it was agreed that acute (emergency) services for north and east Hertfordshire would be centralised onto the Lister Hospital site. This decision has required new buildings to be constructed within the existing site.
- 13.3 A total of around £170 million has been invested in the site since this point to transform the hospital. This has included a new surgery unit, an expanded maternity unit, multi-storey car park (all opened in 2011), acute heart unit (2013), cancer unit and accident and emergency services (2014).
- 13.4 East and North Hertfordshire NHS Trust have set out a paper with short term capacity requirements at the Lister Hospital site. These include a satellite radiotherapy centre, car parking and additional land requirements.

Identified infrastructure schemes and requirements

- 13.5 The HWE ICB has identified requirements for acute care across their area of responsibility. In this instance, it is necessary not to just understand the requirements arising from Stevenage itself, but also the wider area. If the Lister Hospital retains its status throughout the plan period, then it is reasonable to anticipate that a proportion of requirements from this wider area would be met on the site.
- 13.6 As with the requirements for secondary healthcare, the HWE ICB has provided estimates of likely future requirements based upon attendances per 1,000 population. The future requirements for Stevenage have pro-rated based on an approximated increase in population of 14,500 over the plan period.

- 13.7 The growth of the Borough's population leads to a requirement of 2,100m² of additional acute health infrastructure.
- 13.8 The 2012-based population projections anticipate an increase in population across the HWE ICB area of approximately 104,000 over the 20 years to 2031. Using this overall figure as a guide, and the ratios provided by the HWE ICB suggests a total requirement for approximately 15,000m² of additional acute health infrastructure to serve the east and north Hertfordshire. The 2021 population projections evidence an on-going increase in the demand in population across Hertfordshire and west Essex.

Funding and delivery

- 13.9 The HWE ICB has provided building costs for the range of different secondary healthcare services that will be required. The total costs identified for the levels of provision above are:
- Stevenage only: £15.8m
 - HWE ICB -wide: £113.1m
- 13.10 However, the business case for the 'Phase 4' redevelopment of the Lister Hospital identified it would deliver capacity for the different components to between 2018 and 2023. The calculated funding requirements have therefore been discounted by 33% to reflect this.
- 13.11 New health services can be funded and delivered in a number of ways. The recent redevelopment of the Lister Hospital site was largely funded through a loan from the Department of Health. However, in discussions to date, the HWE ICB has indicated an initial assumption that additional future requirements will be funded through contributions. No specific commitments have been made and a funding requirement of £19.83m is identified for this item, this covers housing numbers in the plan period (7600 x £2609.58).
- 13.12 Further discussions are required with the HWE ICB and other NHS system providers to determine the most appropriate configuration and location for this provision. The HWE ICB covers the entirety of Stevenage, North Hertfordshire, East Hertfordshire, Welwyn Hatfield and Broxbourne's administrative areas. As such, it will be necessary to have a holistic view of requirements and funding across this wider area to determine and achieve the most appropriate distribution of services to meet future needs, mindful that it will be for each system provider to quantify and determine the requirements in terms of both infrastructure development needs and funding for their own NHS organization based on the HWE ICB's strategic commissioning decisions.

14. Community and Mental Healthcare

Lead agencies

NHS Hertfordshire and West Essex Integrated Care Board

East and North Hertfordshire Teaching NHS Trust

Evidence base

Liaison with NHS Hertfordshire and West Essex Integrated Care Board and the East and North Hertfordshire Teaching NHS Trust

NHS 10 Year Health Plan for England, 'Fit for the Future', July 2025

Background

- 14.1 The Lister Hospital, in the north-west of Stevenage, was opened in 1972. Today, it is one of the largest hospitals in Hertfordshire with 720 beds providing a wide range of services. These include accident and emergency, maternity, acute elderly and acute mental health units. The Lister Hospital is the largest employer in the town providing more than 2,700 jobs locally.
- 14.2 In December 2007, it was agreed that acute (emergency) services for north and east Hertfordshire would be centralised onto the Lister Hospital site. This decision has required new buildings to be constructed within the existing site.
- 14.3 A total of around £170 million has been invested in the site since this point to transform the hospital. This has included a new surgery unit, an expanded maternity unit, multi-storey car park (all opened in 2011), acute heart unit (2013), cancer unit and accident and emergency services (2014).
- 14.4 East and North Hertfordshire NHS Trust have set out a paper with short term capacity requirements at the Lister Hospital site. These include a satellite radiotherapy centre, car parking and additional land requirements.

Identified infrastructure schemes and requirements

- 14.5 The HWE ICB has identified requirements for acute care across their area of responsibility. In this instance, it is necessary not to just understand the requirements arising from Stevenage itself, but also the wider area. If the Lister Hospital retains its status throughout the plan period, then it is reasonable to anticipate that a proportion of requirements from this wider area would be met on the site.
- 14.6 As with the requirements for secondary healthcare, the HWE ICB has provided estimates of likely future requirements based upon attendances per 1,000 population. The future requirements for Stevenage have pro-rated based on an approximated increase in population of 14,500 over the plan period.

- 14.7 The growth of the Borough's population leads to a requirement of 2,100m² of additional acute health infrastructure.
- 14.8 The 2012-based population projections anticipate an increase in population across the HWE ICB area of approximately 104,000 over the 20 years to 2031. Using this overall figure as a guide, and the ratios provided by the HWE ICB suggests a total requirement for approximately 15,000m² of additional acute health infrastructure to serve the east and north Hertfordshire. The 2021 population projections evidence an on-going increase in the demand in population across Hertfordshire and west Essex.

Funding and delivery

- 14.9 The HWE ICB has provided building costs for the range of different secondary healthcare services that will be required. The total costs identified for the levels of provision above are:
- Stevenage only: £15.8m
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- 14.10 However, the business case for the 'Phase 4' redevelopment of the Lister Hospital identified it would deliver capacity for the different components to between 2018 and 2023. The calculated funding requirements have therefore been discounted by 33% to reflect this.
- 14.11 New health services can be funded and delivered in a number of ways. The recent redevelopment of the Lister Hospital site was largely funded through a loan from the Department of Health. However, in discussions to date, the HWE ICB has indicated an initial assumption that additional future requirements will be funded through contributions. No specific commitments have been made and a funding requirement of £19.83m is identified for this item, this covers housing numbers in the plan period (7600 x £2609.58).
- 14.12 Further discussions are required with the HWE ICB and other NHS system providers to determine the most appropriate configuration and location for this provision. The HWE ICB covers the entirety of Stevenage, North Hertfordshire, East Hertfordshire, Welwyn Hatfield and Broxbourne's administrative areas. As such, it will be necessary to have a holistic view of requirements and funding across this wider area to determine and achieve the most appropriate distribution of services to meet future needs, mindful that it will be for each system provider to quantify and determine the requirements in terms of both infrastructure development needs and funding for their own NHS organization based on the HWE ICB's strategic commissioning decisions.

15. Adult social care

Lead agency

Hertfordshire County Council

Evidence base

[HCC Adult Care Services Plan 2021-2025](#)

[HCC 15 Year Direction for Adult Social Care](#)

[10 Year Supported Accommodation Strategy](#)

Background

- 15.1 HCC Adult Care Services is responsible for adult social care. ACS provides support and care to older people, people with learning disabilities, physical disabilities or sensory needs, and other adults who are vulnerable and would have difficulty living independently on their own. HCS also supports people with mental health issues through contracts with Hertfordshire Partnership NHS Foundation Trust which operates integrated health and social care services.
- 15.2 HCS aims to provide an appropriate level of housing with care and support services in Stevenage, both private and publicly funded. The Accommodation Solutions Team board covering Stevenage and North Hertfordshire assists organisations in forward planning.

Identified infrastructure schemes and requirements

- 15.3 The Iceni Projects Older Persons and Adult Disability Care Housing Need Model has been commissioned by the County Council in 2022 to assess the need for housing for older people and supported housing for people with disabilities up to 2042. This shows a need of 118 affordable housing with care units, 420 market housing with care units and 172 nursing care places in Stevenage by 2042.

16. Green and Blue Infrastructure

Lead agencies

Stevenage Borough Council

Hertfordshire County Council

Evidence base

Stevenage Biodiversity Action Plan 2017-2022

Stevenage Strategic Flood Risk Assessment (2016)

Stevenage Sports Facility Assessment and Strategy (2014)

Stevenage Green Space Strategy 2010-2020

Background

- 16.1 As a New Town, Stevenage was planned to incorporate an extensive network of green and blue infrastructure. In addition to providing a positive visual impact, green and blue infrastructure promotes healthy lifestyles, community cohesion, and biodiversity.
- 16.2 Stevenage has three formal open spaces: the Bowling Green, Millennium Gardens, Town Centre Gardens and ten parks: Canterbury Way Playing Fields, Chells Park, Fairlands Valley Park, Hampson Park, King George V Playing Fields, Meadway Playing Fields, Peartree Park, Ridlins End Playing Fields, Shephalbury Park and St Nicholas Park. The town also contains smaller amenity green spaces, which are small pieces of grassy land available for spontaneous or informal use. Natural and semi-natural open spaces in Stevenage include woodlands, grasslands, ponds, and hedgerows.
- 16.3 Stevenage has several outdoor sports fields for football, rugby, cricket, golf, and bowls. Outdoor sports pitches are owned and managed by SBC, schools, or private sports clubs.
- 16.4 SBC provides several play areas for children and young people and allotments where residents can rent space to grow their own produce.
- 16.5 SBC reviewed its Open Space Strategy in 2014 in parallel with its Sports Facility Assessment and Strategy. The 2014 strategy revises open space standards and the hierarchy of principal open spaces. SBC plans to update its Sports Facility Assessment and Strategy from 2022.
- 16.6 The 2014 strategy found that there has been a reduction in the amount of open space per person across Stevenage because the population has increased without a proportionate increase in open space. The strategy identified a requirement for a total increase of 40 hectares of open space to accommodate housing growth over the Local Plan period, with an increase required in each category of open space except for parks and gardens, reflecting the current surplus provision of parks and gardens.
- 16.7 The 40 hectares of new open space should be comprised of amenity greenspace, natural and semi-natural space, play areas, and allotments. Much of this will be required in strategic housing sites to the west, north, and southeast of Stevenage, but some open space should also be provided within central Stevenage to support housing growth in that

area. SBC will seek to take a pragmatic, town-wide approach to the provision of open space in order to deliver meaningful and useable areas.

- 16.8 The West of Stevenage development will provide a cricket pitch and/or football pitches, sports facilities, amenity green space, play areas, and connections into natural open space in North Hertfordshire. The North of Stevenage development will provide a country park, green amenity space, and play areas, and the South East of Stevenage development also plans to provide green infrastructure.

Identified infrastructure schemes and requirements

Natural and semi-natural open space

- 16.9 SBC has identified a requirement for several infrastructure projects to maintain and improve natural and semi-natural spaces. All types of open spaces require improved access and signage to and around sites.
- 16.10 Hedgerows require restoration, ponds require improvement, and meadow grasslands require new maintenance equipment. Woodlands require planting, vertical structure improvements, and clearance to improve and extend habitats. SBC aims to create new wildflower grasslands and ponds.
- 16.11 The estimated cost of these projects is £800,000.

Allotments

- 16.12 Provision of additional allotment land is required to meet current demand. More than 600 people are on the waiting list for an allotment, with demand exceeding supply throughout the last decade.
- 16.13 The estimated cost to provide additional allotment land is £500,000, which includes the purchase of land where it is not already in SBC ownership, access infrastructure, fencing, and water supply. SBC expects to seek capital and CIL funding for this project from 2030.

Play areas

- 16.14 Play equipment has an average lifecycle of 10 to 15 years. SBC has invested in play spaces through 2023, but investment to renew and/or improve play spaces will be required on a cyclical basis to ensure sites remain safe, inviting, and challenging.
- 16.15 The estimated cost of renewing play equipment is £2 million. SBC expects to seek capital and CIL funding for these projects from 2026.

Outdoor sports

- 16.16 The identification of outdoor sports infrastructure is subject to the planned refresh of the 2014 Sports Facility Assessment and Strategy. However, SBC has preliminarily identified requirements for several infrastructure projects to maintain and improve outdoor sports facilities.
- 16.17 Ridlins Wood Athletic Track is approaching the end of its operational life and needs to be replaced. The, tennis courts and MUGAs require improvements, and grass pitches require new drainage and irrigation systems.
- 16.18 SBC aims to install new basketball courts, tennis courts, wheeled sports facilities, multi-use community buildings in parks, and gym and storage facilities at Ridlins.

- 16.19 The estimated cost of these projects is at least £2.7 million, with Ridlins improvements estimated at £1.5 million, drainage and irrigation systems for grass pitches at £800,000, and improved hard-court sports facilities at £400,000. SBC expects to bid for funding from sports governing bodies and seek CIL funding for these projects from 2023.

Cemeteries

- 16.20 Provision of additional cemetery land is required to meet the legal obligation for SBC to make provision for burials for its residents. The current cemetery provision is expected to provide for burials until 2030.
- 16.21 The estimated cost to extend existing cemetery sites or provide a new site is £2 million. SBC expects to seek capital and CIL funding for this project from 2024.

Funding and delivery

- 16.22 Green and blue infrastructure projects will be funded by a combination of capital funding from both SBC and external bodies, s106 funding, and CIL funding. A funding requirement of at least £8 million has been identified for this item.

Emergency Services

17. Policing

Lead agency

Hertfordshire Constabulary

Evidence base

Everybody's Business: Community Safety and Criminal Justice Plan 2019 -2024

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

- 17.1 There is one major police station in Stevenage located near the Town Centre on Lytton Way. Over the last decade, Hertfordshire Constabulary has emphasised shared policing and community policing through the Safer Neighbourhoods programme. Additional provision of policing services should be determined and secured locally in line with population growth.

Identified infrastructure schemes and requirements

- 17.2 New development and consequential increase in population will significantly increase the pressure on existing policing infrastructure in the Borough. Hertfordshire Constabulary therefore consider it essential that contributions are sought from new development to mitigate the impact they will have on policing and associated infrastructure.
- 17.3 Hertfordshire Police attended 287,658 incidents within the Hertfordshire area in 2023/24 and recorded 6,814 crimes within this period (9.2% of a total 73,769 recorded). Policing in Hertfordshire is delivered on a local authority area basis as it reflects the integrated nature of modern policing. There is no longer one local police station serving all local needs. Therefore, a comprehensive range of functions and teams will be called upon to deliver services to new development.
- 17.4 Where new development is proposed, the police will seek to deploy additional staffing and infrastructure at the same level that is required to deliver policing to the locality and wider local authority areas. There are currently 125 officers¹³ delivering response policing to the borough of Stevenage. An uplift of officer numbers would therefore be expected to meet the needs of new development. In addition, there are staff members delivering support staff functions to the residents of Stevenage.
- 17.5 Presently, Hertfordshire Constabulary are not reliant on s106 or CIL contributions, but grant funding is anticipated to decrease in the future and the constabulary may seek s106 or CIL contributions to provide the infrastructure required to support operational needs.

¹³ Data as of February 2025

17.6 Policing infrastructure costs

Start-up equipment / recruitment costs -

Personal equipment for staff comprising workstations/tablets, protective equipment, uniforms and bespoke training in the use of these.

There are currently 220 officers and 147 staff apportioned to the Stevenage borough, dealing with all areas of policing.

Training and recruitment costs	Police officer	Staff
Training	£24,000 per officer	£390
Recruitment cost	£18,000	£3,000
Equipment (uniform, laptop etc)	£3,106.42	£1,641

17.7 Vehicles -

Police vehicles of varying types and functions covering existing patterns of development and community demand. The current fleet comprises 27 fully equipped vehicles and is kept at a level to meet existing patterns of demand in Stevenage. Vehicles are used by staff on patrol, deployed to deal with emergency responses and for follow up of recorded crimes eg. by Scene of Crimes Officers. An investment in new vehicles would be required due to an uplift in establishment numbers and to quickly and efficiently respond to an emergency.

Vehicle costs	Capital cost	Fit-out	Running costs (per year)
Van	£24,530.28	£2,333.97	£6,672
Patrol car	£21,640.63	£2,333.97	£6,936

17.8 Premises -

Premises sufficient to accommodate the staff and services outlined above in the Stevenage local policing area and beyond. The Force has an active estates review function minimising our premises need, to meet existing Policing demand. The Estates Review will consider operational needs in the context of development growth proposed across the borough of Stevenage and consider where additional police accommodation may be required to meet the increased demands due to development growth. Stevenage Police station is currently the only Police Station within the borough and is due to be retained for the foreseeable future and additional staff/officers would need to be based within this building. Initial scoping has been undertaken which anticipate that minor works could be undertaken within the building to provide additional capacity to meet the needs to development growth in Stevenage.

17.9 Other infrastructure –

This would include Automatic Number Plate recognition (ANPR) and CCTV cameras. ANPR is highly beneficial to reduce crime associated with new development. There are three principal benefits of using ANPR which are: 1) Increase the information and intelligence available to identify criminals; 2) enable the police to deploy resources to respond to criminals of interest in real time; and 3) improve investigations after crime have been committed. Other capital infrastructure would include items such as control

room telephony, specialist equipment in use by forensics, support teams such as firearms and dog unit, prisoner detention, transportation and processing at custody suites in core locations. Based on the proposed site allocations within the local plan, the Force ANPR manager has outlined the requirement for 6 additional cameras at a cost of £10,000 per camera (£7,000 camera + installation and running cost).

Funding and delivery

- 17.10 As grant funding may decrease in future years, CIL funding may be necessary to help with housing growth and pressures within communities. Funding requirements can be explored but will be assessed in accordance with requirements from development sites.

18. Fire and Rescue Services

Lead agency

Hertfordshire Fire and Rescue Service

Evidence base

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

- 18.1 There are four fire stations in the Stevenage and North Hertfordshire area including Longfield Joint Emergency Services Academy (JESA) which is a joint emergency service training facility.
- 18.2 Stevenage Fire Station is a fairly old 1960s building which is one of the busiest stations in the network. There are plans to refurbish this station to ensure it is fit for purpose..

Identified infrastructure schemes and requirements

- 18.3 There are plans to redevelop the JESA site to provide improved training facilities, which will support effective collaboration between Hertfordshire's emergency services.
- 18.4 There are plans to refurbish the Stevenage Fire Station to ensure it is fit for purpose.

Funding and delivery

- 18.5 SBC will collect CIL for the funding of these redevelopment and refurbishment plans.

19. Ambulance Service

Lead agency

East of England Ambulance Service Trust

Evidence base

To be informed by the East of England Ambulance Service Trust *Service Review*

Background

- 19.1 East of England Ambulance Service NHS Trust (EEAST) provides both emergency and non-emergency services across Hertfordshire, Bedfordshire, Essex, Norfolk, Suffolk and Cambridgeshire.
- 19.2 EEAST currently has 130 sites across the East of England and is establishing the Lord Carter recommendation to provide a Hub and Spoke Network. Eighteen Hubs are strategically placed near each of 17 local hospitals with good access to the surrounding road network. The Spokes (Ambulance Response Posts) need to be based at strategic locations from the Hub in order to meet the expected demand and meet NHS Contract Quality Indicator Response Times to incidents.
- 19.3 EEAST's purpose-built Ambulance Hubs require circa 1 ha of land and parking space for up to 50 ambulances/rapid response vehicles and support/operational staff (approx. 200 staff working 24/7), close to the local hospitals and good road networks. The estates infrastructure can include fuel (including Electric Vehicle Charging). Services may include a local workshop (currently 8 across EEAST) to ensure patient facing vehicles are serviced every 6-weeks to ensure they remain road worthy during the 5-year life of the vehicle. Each workshop also services and repairs essential capital medical equipment required in each ambulance in order to provide mobile emergency health diagnostic and patient care services. Pharmacy and Digital Technology equipment are also provided from each Hub.
- 19.4 Significant parts of EEAST's ambulance estates are no longer in the right place or of the right size/structure to meet modern ambulance service needs. Optimising the use of the current estate is integral to EEAST's Clinical and Sustainable Strategies to reduce unwarranted variation and make the best use of available resources.
- 19.5 EEAST is an essential social infrastructure provider and has an important role to play in contributing to the achievement of sustainable new places (and along with its health and blue light partners). Given the increasing demands on emergency services and the importance and timeliness required for emergency responses, new developments must consider the accessibility and adequacy of all emergency services.
- 19.6 Planned housing, population increases, along with deprivation, age and the increasing number of people living for longer with more complex long-term conditions, all impact on

the level of ambulance service demand, in respect of both emergency and non-emergency patient transport services.

- 19.7 Age profile is a key factor, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource. Those aged over 75 years are most likely to have multiple long-term conditions and complex care needs.
- 19.8 Analysis of EEAST activity from 2019/20 indicates residents aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity. Those aged 2-18 years account for 15% of Category 1 activity and 8% of all activity.

Identified infrastructure schemes and requirements

- 19.9 Planned development in Stevenage of 7,600 new homes will generate in the region of 18,240 additional residents, (assuming 2.4 residents per dwelling) and on the basis of an ambulance for every 10,000 people, an additional circa 4 ambulance vehicles and associated estate infrastructure will be required to support the population growth.
- 19.10 EEAST is currently undertaking a Service Review which is due to report in Summer 2025. This review will help EEAST identify the number of Hubs, Reporting Bases and Response Posts that will be required to support the current and projected housing growth.
- 19.11 In summary housing growth will create pressures on EEAST as follows:
- The need for additional space for parking at ambulance Hub/stations, additional space for paramedics, support staff. There is also an impact on the number of call handlers who receive the calls at one of the 3 regional call centres (located in Bedford, Chelmsford and Norwich). A new purpose-built Ambulance Hub costs in the region of £5,000 per square meter with GIA of around 2,200m² for the building plus parking (1ha in total)
 - An additional ambulance/rapid response vehicle/mental health vehicle is required for approximately every 10,000 residents (or part of). An ambulance costs in the region of £140,000 for 5 years before it requires replacement. This cost does not include revenue costs (eg service, repairs, fuel, staffing).
- 19.12 Within Stevenage, there will be a need to expand existing ambulance services premises, either creating a new Ambulance Station Response Post or expanding the existing Stevenage Hub.

Funding and delivery

- 19.13 CIL contributions would be sought, alongside NHS capital funding to provide the infrastructure required to support operational needs.

Community and Leisure

20. Community facilities

Lead agencies

Hertfordshire County Council
Stevenage Borough Council

Evidence base

Draft Stevenage Asset Management Strategy
Inspiring Libraries: My Place 2022 - 2032

Background

- 20.1 This plan considers libraries, youth centres, and community centres. Providing an appropriate range of community facilities is an important part of planning for sustainable communities. Residents should be able to use high quality facilities in accessible locations.

Libraries

- 20.2 Hertfordshire County Council is responsible for providing library services in Stevenage. Libraries offer free, authoritative, non-judgemental information services and supported access to online resources and services. They provide access to books, audio material, magazines, newspapers and community language material in both physical and digital formats, public computers, new and emerging technologies, Wi-Fi, the internet and online services as well as ICT-based and other learning opportunities to ensure that no one gets left behind. They also offer neutral places to promote community wellbeing and enable people to connect within their communities.
- 20.3 Stevenage Central Library is one of the largest and busiest libraries in Hertfordshire. However, the building has several significant inadequacies which were identified in the Inspiring Libraries strategy, including a poorly configured layout, an upper floor needing refurbishment, and a shabby and unattractive exterior. The library is not well located because most existing and planned Town Centre development is concentrated north of the library.

Community centres

- 20.4 When the New Town was built, community centres were provided in residential neighbourhoods. Today, many require modernising and/or are coming towards the end of their operational lives. It is recognized that the dispersed pattern of community centres may no longer be viable, and some may be surplus to requirements.

- 20.5 SBC conducted a review of community centres in 2019. Progress on recommendations for their future infrastructure requirements has been slowed by the COVID-19 pandemic and its associated financial circumstances.

Youth centres

- 20.6 HCC provides services for young people in Stevenage in Stevenage Young People's Centre. Youth can receive help progressing into education or training or finding a job or internship in addition to support for challenges related to mental health, sexual health, drug and alcohol use, housing and homelessness, benefits and finance, relationships, and personal safety. Some services are also provided in other community buildings or through street-based engagement.

Identified infrastructure schemes and requirements

- 20.7 To remedy the inadequacies of the existing Stevenage Central Library identified in the Inspiring Libraries strategy, HCC plans to re-provide the library within the SG1 Public Services Hub, which will be built as part of the Stevenage Town Centre regeneration scheme. The new library should contain 360m² more floorspace than the current library.
- 20.8 HCC plans to reconfigure and refurbish the Stevenage young People's Centre.

Funding and delivery

- 20.9 HCC expects to collect approximately £480,000 in s106 contributions towards the re-provision of Stevenage Central Library from developments in Stevenage and East of Stevenage, and up to £500,000 from urban extensions in North Hertfordshire subject to legal agreement with the development.
- 20.10 HCC has identified a cost of £1.1 million for the increased floorspace of the new library and the cost of the full re-provision will be identified when it is confirmed how much space will be available to the library in the Public Services Hub. It is anticipated that re-provision of the library would be cross subsidised by redevelopment of the existing site.
- 20.11 The estimated cost of the refurbishment and reconfiguration of Stevenage Young People's Centre is £3.2 million. SBC intends to seek s106 and CIL funding for this project.

A funding requirement of £40 million has been identified for this item.

21. Children's Homes

Lead Agencies

Hertfordshire County Council – Children Looked After

Evidence Base

HCC - Our Way Forward, Plan for Children and Young People 2021-2026

HCC Sufficiency Statement Summary: The Accommodation of Children & Young People Living Away from Home - April 2024

Background

- 21.1 Under the Children Act 1989, the county council has a statutory duty to take steps that ensure, so far as reasonably practicable, that children (aged 18 and under) in their care are provided with suitable accommodation within the authority's area, unless there is a compelling reason that requires otherwise.
- 21.2 When a child enters the care system, the local authority acts as a corporate parent. This means that the county council, along with its elected members, employees and partner agencies, is responsible for providing the best possible care, protection and support for these children, nurturing them to be the best version of themselves, like any good parent would. HCC is facing notable challenges in placement location, availability and choice. This is a nationwide issue impacting all Local Authorities, driven by factors such as age, urgency in placement, and a national shortfall in foster carers. Capacities will only become more exacerbated with growth from housing developments.
- 21.3 Paragraph 63 of the 2024 NPPF makes it clear that local plans should make provision for children in care, and we are fully supportive of incorporating children's homes within planning applications and in planning policy going forward. This is being considered across all strategic sites in the county.

Identified Infrastructure Schemes and Requirements

- 21.4 Due to the progress with all the strategic sites in the adopted/emerging local plan, and the unsuitability of Southeast Stevenage (HO4) and Stevenage Sports Club (H01/11) due to proximity to physical constraints (railway line and A1M) it is unlikely to be possible for children's homes can be provided as part of development on these adopted sites.

Funding and Delivery

- 21.5 The delivery of children's homes should be part of wider development schemes so that homes blend into new communities. Homes can either be built by a developer prior to transfer and operation by a provider, or land could be transferred to the county council to build and operate the home.

22. Sports and leisure facilities

Lead agency

Stevenage Borough Council

Evidence base

Stevenage Sports Facility Assessment and Strategy 2014-2031

Background

22.1 Stevenage has a wide range of sports and leisure facilities. These are a mix of facilities provided by SBC, schools, sports clubs, and private operators. The SBC sites provide some of the facilities most intensively used by the community, including:

- Arts and Leisure Centre Swimming Centre
- Fairlands Valleys Park
- Ridlins Wood Athletics Track
- Stevenage Golf and Conference Centre
- Bowling greens
- Playing pitches

22.2 However, the Arts and Leisure Centre, Swimming Centre, and Ridlins Wood Athletics Track are coming to the end of their operational lives and will be relocated or regenerated.

22.3 SBC completed a Sports Facility Assessment and Strategy in 2014 covering the Local Plan period, but it is recognised that a refresh of the strategy is necessary to reflect the pattern of housing growth and sports infrastructure provision in strategic sites that have come forward since the strategy was completed. The Strategy will be updated in 2024 to help secure funding to relocate the Arts and Leisure Centre and Swimming Centre in a new wet/dry facility, , and promote health, wellbeing, and cultural strategies.

Identified infrastructure schemes and requirements

22.4 The 2014 strategy identified need for new or improved facilities to meet demand arising from housing growth and greater participation in sports. The forthcoming refresh of the strategy should be referred to for detailed, project-by-project analysis; however, the key requirements identified by the 2014 strategy include:

- Two new sports halls
- Approximately 200m² of additional swimming space
- Up to 157 additional fitness stations
- Three new MUGAs/skate parks in strategic housing sites

- New artificial football pitch
- 22.5 One of the key recommendations of the 2014 strategy is to replace the Arts and Leisure Centre and Swimming Centre with the combined wet/dry leisure centre located on the swim centre site as part of a redevelopment scheme. This would relocate facilities including the sports halls, fitness stations, and squash, and expand/improve these, where necessary, to increase capacity to meet future demand. The Strategy recommended that indoor bowls courts be re-provided close to the bowls greens at King George V Playing Fields.
- 22.6 It is recognized that Ridlins Wood Athletic Track is approaching the end of its operational life and needs to be replaced. SBC has preliminarily identified requirements for Ridlins and other several infrastructure projects to maintain and improve outdoor sports facilities, which are detailed in section 5 – Green and Blue Infrastructure.
- 22.7 Identified sports infrastructure, funding, and delivery requirements are subject to the planned refresh of the 2014 strategy. This is currently underway and a revised Sport Strategy is due around Winter 2025, which will feed into subsequent versions of the IDP.

A funding requirement has yet to be identified for this item but this will be reviewed in March 2026 once updated evidence is available late 2025.

Utilities

23. Water supply

Lead agency

Affinity Water

Evidence base

Affinity Water Resources Management Plan 2020-2080

(2019) Rye Meads Water Cycle Strategy Review (2015)

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

- 23.1 Affinity Water supplies potable water to Stevenage. Affinity Water publishes a Water Resource Management Plan every five years that addresses the need to balance the water supply with increasing demand for water resulting from new development.
- 23.2 The 2019 plan sets out how Affinity Water will provide reliable, resilient, efficient, and affordable water supply from 2020 to 2080, whilst protecting the environment.

Identified infrastructure schemes and requirements

- 23.3 Stevenage lies within the Lee water resource zone (WRZ23) within the Central region. The 2019 plan recognizes that the current water supply will not meet future demand because of population growth and climate change.
- 23.4 The 2019 plan proposes three strategic options to increase water supply: building a new reservoir in Oxfordshire, a transfer of water via the Grand Union Canal, and/or a transfer of water from South Lincolnshire. Affinity Water may pursue one or more of these options to meet future water demand.
- 23.5 Affinity Water have not identified any specific infrastructure requirements for Stevenage. Individual development schemes will require new water pipes and connections, which are agreed between developers and Affinity Water.

Funding and delivery

- 23.6 The Water Services Regulation Authority (Ofwat) agrees funding for Water Resource Management Plan schemes in five-yearly Asset Management Plan periods. Customer bills are the primary funding source.
- 23.7 Where infrastructure upgrades are required to serve new developments, Affinity Water will work with developers to design appropriate infrastructure and recover costs through infrastructure and requisition charges.
- 23.8 In the absence of specific water infrastructure requirements for Stevenage, a funding requirement of £0 has been identified for this item.

24. Wastewater

Lead agencies

Affinity Water

Thames Water

Anglian Water

Environment Agency

Evidence base

Thames Water Business Plan 2020-2025 (2019)

Rye Meads Water Cycle Strategy Review (2015)

Hertfordshire Infrastructure and Funding Prospectus (2018)

[Affinity Water Resources Management Plan 2024](#)

Background

- 24.1 Most of Stevenage lies within the Thames River Basin District (RBD) and is served by Thames Water. The northwest corner of Stevenage lies within the Anglian RBD, but wastewater from these properties is pumped across the watershed that marks the boundary between the Thames and Anglian RBDs and treated by Thames Water.
- 24.2 Wastewater from Stevenage is treated at the Rye Meads Wastewater Treatment works (WwTW), to the east of Hoddesdon. The 2015 Rye Meads Water Cycle Strategy Review concluded that Rye Meads should have capacity to treat all wastewater arising from within its catchment over the period to 2026, with a reasonable prospect of being able to accommodate demand to 2031. Thames Water upgraded Rye Meads to expand its treatment capacity in 2019.

Identified infrastructure schemes and requirements

- 24.3 Thames Water has not identified specific wastewater infrastructure improvements in and around Stevenage. In the future, Thames Water will deliver strategic upgrades necessary to meet demand from population growth through the five-year Asset Management Plan process.
- 24.4 Individual development schemes will require new wastewater pipes and connections, which are agreed between developers and Thames Water.

Funding and delivery

- 24.5 In the absence of specific wastewater infrastructure requirements for Stevenage, a funding requirement of £0 has been identified for this item.

25. Waste management

Lead agency

Hertfordshire County Council

Evidence base

Liaison with HCC

[HCC Guide to Developer Infrastructure Contributions \(2021\)](#)

HCC LACW Spatial Strategy (2021)

HCC Waste Core Strategy & Development Management Policies DPD (2012)

HCC Waste Site Allocations DPD (2014)

[Hertfordshire Infrastructure and Funding Prospectus \(2018\)](#)

Hertfordshire Waste Development Framework 2011-2026 (2012)

[Hertfordshire County Council Spatial Strategy recycling centre annex 2022](#)

[Hertfordshire County Council Collected Waste Spatial Strategy 2021](#)

Background

- 25.1 Household waste is collected by Stevenage Borough Council, with the residual and organic elements of these collections disposed of by Hertfordshire County Council. , HCC runs the counties Recycling Centres and Waste Transfer Stations and is also responsible for waste planning.

Identified infrastructure schemes and requirements

- 25.2 The HWRC Annex to the [2021 LACW Spatial Strategy](#) identified that Stevenage Recycling Centre was the busiest in the network, operating above capacity at peak times and causing queuing traffic. Expansion or reprovision of the recycling centre is required to current overcapacity and planned housing growth.
- 25.3 HCC plan for a network of transfer stations in Hertfordshire to enable the efficient processing and recycling of waste materials and meet the Government's Resources and Waste Strategy (RWS), which increases the need to segregate different waste types so that material resources can be reserved and the country can move towards a circular economy. Stevenage's residual waste is currently bulked at its Cavendish Road depot and this arrangement works well. Should a Northern Transfer Station be delivered it is possible that Stevenage's residual waste will be bulked at this facility
- 25.4 SBC has identified the need to improve access to communal recycling facilities and reduce fly-tipping through works such as improved storage, bin provision, signage, and CCTV.

Funding and delivery

- 25.5 HCC expects re-providing the recycling centre to cost £6,750,000. HCC would fund the re-provision of the recycling centre through its capital fund and request CIL funding from SBC after planning permission is granted. Initial feasibility and design work for the expansion of the recycling centre has been completed.
- 25.6 HCC uses the 2021 Guide to Developer Infrastructure Contributions to secure contributions for waste management from individual development schemes.
- 25.7 SBC estimates that improving access to communal recycling facilities would cost £500,000 and would seek CIL funding for these projects in 2023 and 2024. Because it is not yet known how much CIL funding HCC may seek to re-provide the Stevenage Recycling Centre, a funding requirement has yet to be identified for this item.

26. Electricity and gas

Lead agency

National Grid

Eastern Power Cadent Gas

Evidence base

Liaison with National

Grid Liaison with

Eastern Power Liaison

with Cadent Gas

Hertfordshire Infrastructure and Funding Prospectus (2018)

Background

Electricity

- 26.1 Using National Grid infrastructure, Eastern Power supplies electricity to Hertfordshire through primary substations which supply local jurisdictions through smaller substations and underground cables. Strategic upgrades to the network may be required to manage supply and demand.

Gas

- 26.2 Using National Grid infrastructure, Cadent Gas supplies gas to Hertfordshire. Strategic upgrades to the network may be required to manage supply and demand.

Identified infrastructure schemes and requirements

- 26.3 In the past, electricity infrastructure was designed with significant capacity, including accommodations for the future. However, due to recent demand patterns, this spare capacity has been reduced. Presently the areas of St Albans, Hatfield, Welwyn, Stevenage, and Watford have been recognised as areas with potential supply issues. In particular, North Hertfordshire has two primary substations linked to the Wymondley grid: North Hitchin Primary and South Hitchin Primary. North Hitchin Primary has been identified as having limited capacity. Stevenage is served by the same grid at Wymondley, via the substation at Verity Way, this substation was built in 2006 and is now at capacity; current load growth is dealt with by load transfer. Funding has been secured for a Stevenage Grid 33kV switchgear replacement.
- 26.4 Currently, Cadent Gas has not publicised any proposals for new gas infrastructure in the Hertfordshire Region. Therefore, there are no known planned gas infrastructure works in Hertfordshire. However, based on the potential population growth, it is anticipated that demand will increase, and reinforcement works may be required.
- 26.5 Individual development schemes may require new or upgraded electricity and/or gas infrastructure, which are agreed between developers and electricity and gas companies.

Funding and delivery

26.6 In the absence of specific electricity and/or gas infrastructure requirements for Stevenage, a funding requirement of £0 has been identified for this item.

Appendix

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
Station							Stevenage Rail Station providing services including cycle parking, cycle hire and repair facilities
Stevenage Central cycle parking	NCGTP/Town Centre Framework	Ongoing	SBC/HCC	TBC		S106/CIL	To support the delivery on LCWIP/NCGTP/ Town Centre Framework/ Sustainable Travel Towns
Cycle hire	NCGTP	TBC	SBC/HCC	£0-£500,000	TBC	TBC	A cycle hire scheme covering the whole town. A hire arrangement lowers the barriers to entry into cycling and allows people who do not currently cycle to explore new and improved cycleways. Cycle hire therefore has the potential to increase take-up of cycling and acceptance of investment in the cycleway network.
Stevenage to Welwyn Garden City cycle route	NCGTP	2-5 years	SBC/HCC	£5-£10m	TBC	TBC	Development of a sustainable transport corridor along the B197, including cycleway/footway improvements, traffic calming and bus priority measures.
Stevenage to Hitchin cycle route	NCGTP	2-5 years	SBC/HCC	£5-£10m	TBC	TBC	Cycling route between Hitchin and Stevenage via Little Wymondley via Lister Hospital, including

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
							improved crossing facilities at A1(M) J8.
Other potential cycling improvements	LCWIP	TBC	SBC/HCC	TBC	TBC	TBC	See LCWIP 5.4 Prioritisation of cycling improvements for a list of potential schemes and cost estimates
Walking							
At-grade crossing at northern end of St George's Way for walking and cycling	LCWIP			£150,000			
At-grade crossing at southern end of St George's Way for walking and cycling	LCWIP			£150,000			
New main east- west pedestrian route linking the transport interchange with Queensway	LCWIP			£238,000		Much of this work will be delivered as part of the new bus interchange and SG2. Further downgrading of Lytton Way will require additional funding.	Downgrading of Lytton Way and implementation of new at-grade crossing from the railway station. In addition, extending this route through redeveloped sites to Queensway.
Improve the footbridge to provide a covered walkway between	LCWIP			TBC		TBC	

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
the leisure centre and station							
Improve pedestrian access to the station from the west (via the Leisure Park)	LCWIP			£35,000		S106 Leisure Park site	
Improve lighting and visibility in TK Maxx/Fairlands Way underpass (east)	LCWIP			£39,000		Potential future S106 from Forum redevelopment	
Improve lighting and visibility in TK Maxx/Fairlands Way underpass (west)	LCWIP			£39,000		TBC	
Improve lighting and visibility in Monkswood / Six Hills Way underpass	LCWIP			£39,000		TBC	
Improve lighting and visibility in Lytton Way / Six Hills Way roundabout underpass	LCWIP			£39,000		TBC	
Improve lighting and visibility in Monkswood / St. George's Way underpass	LCWIP			£39,000		TBC	

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
Improve access across Fairlands Way through the Tesco site	LCWIP			£10,000		Potential future S106 from Tesco redevelopment	
Improve pedestrian routes around the Town Centre	LCWIP			£460,000		TBC	
Make the indoor market a feature of the walking network, creating new access via retail units	LCWIP			TBC (not deliverable by SBC)		Unknown (not deliverable by SBC)	External delivery required
Improve existing access to/from the multi-storey carpark	LCWIP			£15,000		Delivered through SG1	
New pedestrian wayfinding infrastructure in the Town Centre	LCWIP			£120,000			
Bus							
North-south bus corridor	NCGTP	5-10 years	HCC	£5-£10m	TBC	S106/CIL	A north-south bus corridor linking new development to the north and south of Stevenage to the Old Town, new bus interchange and railway station, and Gunns Wood employment area, potentially providing segregated bus priority where congestion affects

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
							bus service reliability.
Bus connection between North/West/South East of Stevenage and the Town Centre	NCGTP	2-5 years	HCC	£5-£10m	TBC	S106/CIL	Ensure that new development to the north, west, and southeast of Stevenage is connected to the Town Centre by a frequent and direct bus service with bus priority as appropriate.
Improvements to route 300/301 between Stevenage and Welwyn Garden City/Hatfield/Hemel Hempstead	NCGTP	2-5 years	HCC	£0-£500,000	TBC	TBC	
Improvements to route 100/101 Stevenage and Luton	NCGTP	2-5 years	HCC	£0-£500,000	TBC	TBC	
Electrification of Arriva bus fleet		TBC	Arriva/HCC	TBC	£0	Grant funding	As part of the STT programme, SBC is supporting Arriva and HCC's bid to central government for ZEBRA decarbonise funding to electrify most Arriva buses based out of their Stevenage depot.
Rail							
Multi-storey car park	Town Centre Framework	2026	Thameslink/HCC/SBC	£40m	£0	Thameslink	The car park will include 622 car parking spaces, 80 cycle parking spaces, and

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
							27 motorcycle spaces. 25% of car parking spaces will have electric vehicle charging points, with the ability to later activate up to 50%.
New railway station	Town Centre Framework	2026	SBC	£10m	£10m	Town Fund	
Strategic road network							
Improvements to A1(M) Junction 7	HIFP (2018)	TBC	HCC	£8m			
Improvements to A1(M) Junction 8	HIFP (2018)	TBC	HCC	£8m	TBC	TBC	
Local road network							
A602 capacity upgrades	HIFP (2018)	From 2022	HCC	£19.4m	£0	HCC	Construction began in June 2020
Stevenage Connection Area Action Plan	HIFP (2018)	From 2024	SBC/HCC	TBC	TBC	Towns Fund / developer contributions	The Council is due to finalise the AAP in summer 2023
EDUCATION							
FEE for three- and four-year olds will be provided in new and expanded primary schools in Stevenage.	Liaise with HCC	In line with development	HCC	£0 (costs included in estimates for primary provision)	N/A	N/A	New primary schools in the West of Stevenage, North of Stevenage, and Town Centre strategic housing sites will include nursery provision.
New 3FE school in West of Stevenage	Liaise with HCC	In line with development	HCC	£13.9m	£0	On-site provision as part of development scheme and/or	

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
						contributions	
New 2FE school in North of Stevenage	Liaise with HCC	In line with development	HCC	£9.2m	£0	On-site provision as part of development scheme and/or contributions	
New 2FE school in Stevenage Town Centre	Liaise with HCC	In line with development	HCC	£9.2m	£0	On-site provision as part of development scheme and/or contributions	
Up to 4FE of primary school expansions	Liaise with HCC	In line with development	HCC	Up to £14.5m	£0	On-site provision as part of development scheme and/or contributions	Potential expansions to existing schools to meet residual demand arising from new development outside of large strategic sites
Michaela Community School	Liaise with HCC	TBC	HCC	£34.9m	£0	DfE/S106	Fully funded by DfE with supplemental S106 funding from HCC
Potential secondary school expansions	Liaise with HCC	TBC	HCC	£4.6m per FE	TBC	S106/CIL	Delivery in line with development
HEALTH							
Adult social care provision	Liaise with HCC	TBC	HCC	£6m	£0	In-kind developer provision	Further discussions with HCC required to determine delivery and costs. There is potential for strategic development sites to assist by making provision in the form of land, premises, and/or

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
							contributions.
GREEN AND BLUE INFRASTRUCTURE							
Maintenance and improvements to natural and semi-open spaces	Liaise with SBC	TBC	SBC	£800,000	£800,000	Capital funding/CIL	Improved access and signage; restoration of hedgerows; pond improvements; meadow grasslands maintenance; woodlands improvements; new wildflower grasslands and ponds
Provision of additional allotment land	Liaise with SBC	After 2030	SBC	£500,000	£500,000	Capital funding/CIL	Includes land acquisition, access infrastructure, fencing, and water supply
Renewal of play equipment	Liaise with SBC	After 2026	SBC	£2 million	£2 million	Capital funding/CIL	
Provision of additional cemetery land	Liaise with SBC	After 2024	SBC	£2 million	£2 million	Capital funding/CIL	
Drainage and irrigation systems for grass pitches	Liaise with SBC	After 2023	SBC	£800,000	£800,000	Funding bids/CIL	
Improvements to hard court sports facilities	Liaise with SBC	After 2023	SBC	£400,000	£400,000	Funding bids/CIL	
COMMUNITY AND LEISURE							
Reprovision of Town Centre library	Liaise with HCC	TBC	HCC	TBC	TBC	HCC/S106/CIL	HCC has identified a cost of £1.1 million for the increased floorspace of the new library and the cost of the full re- provision will be identified when it is

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
							confirmed how much space will be available to the library in the Public Services Hub. HCC expects to collect up to £1 million in S106 contributions towards the project.
Reprovision of the Bowes Lyon Young People's Centre in a combined wet/dry facility	Local Plan	TBC	SBC	£40 million		Developer contributions	
UTILITIES							
Connections to new development	Affinity Water Resources Management Plan, Water Cycle Strategy Review	In line with development	Affinity Water	To be determined on a site-by-site basis	£0	Charges to be agreed between developed and Affinity Water	
Long-term strategic solutions for waste water carriage and treatment	Liaise with Thames Water and other planning authorities	In line with development	Thames Water/Environment Agency	TBC	£0	SBC will continue to work with the water companies, Environment Agency and other planning authorities	

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
						within the Rye Meads catchment to determine long-term infrastructure requirements.	
Localised upgrade requirements	Liaise with Anglian Water and Thames Water	In line with development	Anglian Water/Thames Water	TBC	£0	Anglian Water and Thames Water	
Reprovision of Stevenage Recycling Centre	LACW Spatial Strategy	TBC	HCC	£6,750,000	Up to £6,750,000	HCC capital funding and SBC CIL funding	Expansion or reprovision of the recycling centre is required to current overcapacity and planned housing growth.
Improvements to communal recycling facilities	Liaison with HCC	TBC	HCC	£500,000	Up to £500,000	SBC CIL funding	SBC has identified the need to improve access to communal recycling facilities and reduce fly-tipping through works such as improved storage, bin provision, signage and CCTV.
Connections to new development	Liaison with National Grid	In line with development	National Grid	TBC	£0	National Grid	

¹ [Special School Place Planning Strategy 2020_23](#)

Health Schedule

District	Health Service Primary/ Community / Mental Health/ Acute/ Ambulance Service	Project Name	Project Description	Infrastructure Provider (NHS and or/ Developer)	Responsible Authority	Delivery Period	Estimated Cost	Funding Source (external funding/ developer contributions / CIL/grant funding/ Treasury	Priority
Cross boundary -North Herts and Stevenage	Primary Care	Healthcare Infrastructure Investment at North of Stevenage (On-site provision).	New build branch surgery provision (Stanmore Medical Group)) on NHDC “NS1” development On-site 3PD Healthcare Provision (including community and mental healthcare) required to support development at North of Stevenage, and planned developments in Stevenage and bordering Stevenage in North Herts. Estimated floorspace TBC	Developer/NHS	NHS HWE ICB	Anticipated 2026/27 but TBC	TBC	S106 and CIL	Essential
Stevenage	Primary Care	Healthcare Infrastructure Investment at The Surgery Knebworth and Marymead Surgery	Extension and/or internal reconfiguration of GP surgeries to cater for the practice’s current patient population as well as from planned housing growth in Stevenage, and	Hertfordshire and West Essex Integrated Care Board	Hertfordshire and West Essex Integrated Care Board	Anticipated 2026/27	TBC	S106/CIL	Essential

			developments outside of the borough impacting on these surgeries.						
Stevenage	Primary Care	Healthcare Infrastructure Investment at Symonds Green Surgery	Project TBC. Extension to existing surgery or new build branch surgery. 21/00356/FPM - West of the A(1)M development S106 agreement allows for either a 3PD built branch surgery or for a developer contribution of £1,938,000 (RPI index linked) to invest in the existing premises to increase capacity at this practice or 2 other named Stevenage groups of GP practices.	Hertfordshire and West Essex Integrated Care Board and or developer	Hertfordshire and West Essex Integrated Care Board	TBC	TBC	S106/CIL	Essential
Stevenage	Primary Care	Healthcare Infrastructure Investment at SG1 Hub	3 to 4 clinical rooms and waiting/administrative space for King George Surgery to cater for current patient population, as well as from planned housing growth in Stevenage, and developments outside of the borough in North Herts impacting on this surgery.	Developer/NHS	Hertfordshire and West Essex Integrated Care Board	Anticipated 2026/27	TBC	S106/CIL	Essential

Stevenage	Primary Care	Healthcare Infrastructure Investment at Manor House Surgery	4 room clinical extension at Manor House Surgery to enable this severely constrained practice to expand to serve developments coming forward in Stevenage, namely to the east of Stevenage. S106 already supported in a deed (Gresley Way under the East Herts District Council planning application).	Hertfordshire and West Essex Integrated Care Board	Hertfordshire and West Essex Integrated Care Board	TBC	TBC - If modular – cost as at Nov 2024 - (costed at £372k including groundworks)	S106/CIL	Essential
Cross boundary	Acute	Interim UTC	Development of a co-located UTC at Lister, which acts as the front door and triage point for all walk-in emergency patients, using existing estate capacity	NHS	ENHT	Completed December 2023	£0.350m	-	Complete
Cross Boundary	Acute	Vascular Theatre development	Provision of a single arterial vascular centre at Lister Hospital, supported by Princess Alexandra Hospital and West Herts Teaching Hospital as non-arterial centres. The hybrid vascular theatre facilitates endovascular and combined open / endovascular procedures on behalf of the network. The Trust also delivered assets in support of	NHS	ENHT	Completed September 2024	£9.406m	-	Complete

			this project including a dedicated vascular ward and refurbishment of the Interventional Radiology (IR) unit.						
Cross boundary	Acute	Solar panels/ LED lighting installation	The NHS National Energy Efficiency Fund (NEEF), which aims to reduce NHS estate operating costs by investing in selected energy efficiency projects and then reinvesting any savings back into frontline care, awarded a grant to install 900 roof-mounted solar panels at the Lister hospital site. The panels will generate approximately 326,000kWh of clean electricity a year with an expected reduction in carbon emissions of 62 tonnes, a reduction in the use of grid electricity and associated cost savings. In quarter 3 in 2024 the panels will be installed on the roof spaces of the maternity building, endoscopy building	NHS	ENHT	Completed January 2025	£780,000	-	Complete

			and treatment centre at Lister hospital.						
Cross boundary	Acute	Renal Home Dialysis	Home dialysis is an NHS priority highlighted in the 2021 NHS Getting It Right First Time (GIRFT). The report recommended the promotion of home dialysis therapy to ensure it is offered to all suitable patients, reaching a minimum target rate of 20% of dialysis patients in every renal centre. The GIRFT report has highlighted seven key actions which includes home dialysis therapies rates. All renal providers to ensure adequate training facilities for home haemodialysis (HD) and peritoneal dialysis (PD) to deliver the 20% rate and all renal providers to ensure that shared care dialysis becomes a feature of all dialysis facilities in the NHS to improve transition of patients to home dialysis.	NHS	ENHT	FY26-FY27	£1.200m		Critical
Cross boundary	Acute	Updating of Renal services	Renal Water Services Upgrade Programme: Further Investment to create a facility for Renal Dialysis	NHS	ENHT	FY25	£1.600m		On site

			Services to enable renewal of Renal Water plant to main department on L3						
Cross boundary	Acute	Heat Decarbonisation Plan	The Trust is working to develop a heat decarbonisation plan. Once the proposal is finalised, a funding application will be submitted for Phase 4 funding of the Public Sector Decarbonisation Scheme, applications for which, open mid - October 2025.	NHS	ENHT	FY26-30	£15.000m	PSDS	High
Cross boundary	Acute	UEC Programme including Ambulance handover	To realise the additional capacity the project will need to be in two stages: 1a. Staff Facilities Decant: To implement a two - storey unit (modular) adjacent to the main ED building. The modular unit will be a staff -only facility that will house facilities displaced to enable the expanded AHO capacity. This includes clinical administration space (consultants and registrar), ED training and staff changing facilities. 1b. Increased AHO Capacity: To increase the current AHO cubicle capacity from x3 to x8 thereby	NHS	ENHT	FY26 Estimated 28 weeks	£2.600m	NHSE (TBC)	Urgent

			providing an additional x5 spaces compared to current provision. This increased capacity would be achieved through the decant of ED Seminar Room, female changing area and a storeroom (to be re -located to the current ED Registrars room).						
Cross boundary	Acute	Paediatric Services Development	The existing Children's Department is in an old, dilapidated buildings that are beyond their useful economic life. There is an urgent need to create better child and young people spaces. Clinical Design review has been undertaken by the Clinical leadership with the involvement of key stakeholders. This will be passed to the design team to begin the transformation of the environment in which we look after children and young people.	NHS	ENHT	FY26-FY 28	£12.500m		Urgent
Cross boundary	Acute	Women's Services Department	The dated layout of the existing maternity departments does not provide suitable spaces for the privacy and dignity of	NHS	ENHT	FY26-FY30	£3.500m		High

			patients. There is a need for investment in better facilities for women including fewer postnatal and antenatal beds per bay and separate spaces for fertility, pregnancy loss and other Gynaecology patients.						
Cross boundary	Acute	Theatre Moderisation incl. Robotics	The Operating Theatre Suite is outdated and requires modernisation to enable improved outcomes for patients. There is also an opportunity to improve Theatre services, due to the increase in day -case services and less extended stays. It can be assumed that 80% of patients do not need to be admitted following being seen in Theatres, but this may fluctuate around population rise, complex needs, increased screening etc. The Theatre areas were not designed for the robotic equipment that now exists, and there is the need to modernise prep areas that are not adequately ventilated, thus	NHS	ENHT	FY26-FY30	£7.500m		High

			wasted as storage space. Also, limited facilities for the staff, and negative impact on staff utilisation & productivity.						
Cross boundary	Acute	Technology and innovation centre incl. education facility and research facility	The Trust would like to explore the clinical benefits and opportunities for modernisation around a technology centre, linking in with universities or potentially partnering with the private sector.	NHS	ENHT	FY26-FY30	£6.000m		High
Cross boundary	Acute	Therapy services rehab and gym offsite facilities	Therapy services also need to increase its space and provision to better meet demands, and alignment with new Therapy Service standards for frequency and duration of therapy for patients requiring physiotherapy that supports recovery.	NHS	ENHT	FY26-FY30	£2.500m		High
Cross boundary	Acute	Diagnostics hub incl. readiness for emerging diagnostics and AI	Imaging is a dispersed service and is spread out over the site. It can be assumed that imaging will need to grow and develop, whilst remaining accessible to ED, AMU etc. Growth is an annual challenge, and this pattern shows no sign of slowing down, not	NHS	ENHT	FY26-FY30	£7.500m		High

			only in numbers of patients, but their complex needs as well (contrast, phasing etc.). as well as the increased demand. The aim is to enable greater efficiencies in Diagnostics and early screening other scanning and Imaging services by co - locating CT and MRI services and providing a permanent location for PET CT. A vision would be to have imaging as a more centralised service, e.g. in one single block to cover all imaging services.						
Cross boundary	Acute	Dedicated haematology and oncology ward and day unit	There is currently a 16 -bed Oncology / Haematology ward but growth in immunotherapy means more could be needed – virtual ward could help with more remote monitoring. Space requirements include: AOS Assessment, dedicated space for short term treatments, consultant clinic and office space clinics need to be @Lister for CNS cover. OP	NHS	ENHT	FY26-FY30	£7.000m		High

			and chemo currently in the same space and single waiting room. More Aseptic activity, TP biopsy capacity, more scope and procedure rooms, POC testing looking at a One stop shop approach by 2030, i.e. Phlebotomy in clinic rather than separate – would enable faster treatment and reduce delays in care. Mini cancer treatment centre in a new area that can grow – radiotherapy, chemotherapy and OP together with CT scanner. Robotics centre – early trial work with University of Herts with one additional theatre Capacity for R&D – currently extremely limited capacity and most is at MVCC. Other requirements such as cancer rehab gym, critical care capacity for Oncology / Haematology. Inpatient chemo will increase beds required.						
Cross boundary	Acute	Pharmacy Development	Pharmacy currently faces a key challenge with lack of space, especially around reception and	NHS	ENHT	FY26-FY30	£4.000m		High

			waiting areas, often spilling out into the main corridor. The accommodation for admin and staff is overcrowded and poorly laid out. This can have subsequent impact on discharge and being able to send patients directly. Pharmacy robot is 10 years old, so this is expected to need an upgrade as well.						
Cross boundary	Acute	OPD/Hot Clinics	Virtual outpatient services are expected to grow and the need for hot clinics to increase, also. Outpatients could better support patients by being in one area and serving all needs without having to leave the immediate area. Merging this with a co -located experience for planned care hot clinics would be ideal. This could cover imaging, bloods, clinics etc. and would decrease the need to travel around as well as the need to transport medical notes, decreasing the requirement for porters & clinical	NHS	ENHT	FY26-FY30	£3.000m		High

			staff to move around site.						
Cross boundary	Acute	Ward Modernisation	Level 8 urgently needs space maximisation for clinical use (Diabetes & Endocrine and Gastro services). Currently, secretarial space is used by different services to what is seen on the rest of the wards - this could become specialist hot -clinics closer to the additional resources on the ward, easier to communicate and transfer if admission is required. Level 10 (Stroke: Pirton & Barley), can robotics and specialist kit be explored to further service additional needs and create a more flexible space. Multi -disciplinary space or the ability to flex the use is essential to improving space utilisation. 9A & 9B is likely to be elderly care, requires suitable lighting, frailty specialised care and improved housekeeping to allow access to equipment, e.g. replacing Digi locks with swipe access.	NHS	ENHT	FY26-FY30	£9.000m		High

			Also ties into stock/consumables usage efficiency if a uniform way of working is introduced - e.g. stock cupboards in the same place on every level, same stock, and same layout etc.						
Cross boundary	Ambulance Service	Project TBC A new Ambulance Station Response Post or expansion of the existing Stevenage Hub.	TBC	NHS East of England Ambulance Service	NHS East of England Ambulance Service	TBC	TBC	NHS EEAST and CIL funding	Essential