

# **INFRASTRUCTURE DELIVERY PLAN**

JULY 2022

STEVENAGE BOROUGH COUNCIL

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# I Introduction

## What is an Infrastructure Delivery Plan?

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.

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).<sup>1</sup>

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.

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.

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

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.

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

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

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?

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.

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

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.

Financial contributions from developers can be in the form of 'planning obligations', agreed through S106 agreements, S278 highways agreements, and payment of CIL. No more than five S106 agreements may be entered into and pooled for a specific infrastructure project type.

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

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 and North Stevenage urban extension	Zone 2: Everywhere else
<b>Residential</b>		
Market housing	£40/m <sup>2</sup>	£100/m <sup>2</sup>
Sheltered housing <sup>2</sup>	£100/m <sup>2</sup>	
Extracare housing <sup>3</sup>	£40/m <sup>2</sup>	

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

Retail development	£60/m2
All other development <sup>4</sup>	£0/m2

### Neighbourhood element of CIL

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

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.

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

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

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.

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<sup>3</sup> 'Extracare housing' refers to 'extra care housing or housing-with-care' as defined in the Planning Practice Guidance (June 2019).

<sup>4</sup> 'Residential care homes' are classed as 'all other development'.

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**

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.

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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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							

## 2 Mobility

### 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

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, Future Town, Future Transport Strategy, Cycling Strategy, and Mobility Strategy.

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.

#### 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.

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

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 and south extensions potentially in 2023/24 (HCC to secure funding from Active Travel Fund)
2: Great Ashby to Stevenage Central/Gunnels Wood	£2.4 million	Potentially in 2024/25
3: East Stevenage to Stevenage Central	£1.65 million <sup>5</sup>	TBC
4: South East Stevenage to Stevenage Central	£3.5 million <sup>5</sup>	TBC
5: West of Stevenage to Stevenage Central	£860,000 <sup>5</sup>	TBC (West Stevenage has agreed in principle to deliver much of Route 5)
6: East Stevenage orbital	£3.5 million <sup>5</sup>	TBC (East Stevenage will deliver much of Route 6)
7: West Stevenage orbital	£1.35 million <sup>5</sup>	Potentially in 2024/25
8: Stevenage Central	£975,000 <sup>5</sup>	TBC

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.

Other potential funding sources for cycle infrastructure include developer contributions, capital funding, DfT Active Travel Funds, LEP, and other Government funding opportunities.

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.

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.<sup>5</sup>**

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

## 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

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.

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.

Schools, Employment Areas, Neighbourhood Centres, and the High Street also create significant numbers of walking trips.

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

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

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.

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

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

## Bus

### Lead agencies

Hertfordshire County Council

Bus operators (Arriva 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

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.

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.

A new bus interchange is due to be 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. The current bus station will continue to operate until all services have fully migrated to the new bus interchange in summer / autumn 2022.

Both the old bus station and new bus interchange are 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

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.

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. 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.

### Funding and delivery

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.

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.

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.

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.

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.**

## 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

Stevenage Railway Station is served by Great Northern, Thameslink, and London North Eastern Railway, which provide services throughout Hertfordshire, south to London and Brighton, and north to Leeds, York, Newcastle, and Edinburgh. The station is in a sustainable location, adjacent to the Town Centre, with access available by all modes of transport.

The station is on the East Coast Main Line (ECML) providing regular commuter and long-distance services to London, Cambridge, Peterborough and towns and cities in the north of England. A 'loop' line provides connections to Hertford and suburban north London before rejoining the main line at Alexandra Palace.

In 2020, a fifth platform was completed, allowing all services from the Hertford branch line to terminate at Stevenage, and the European Rail Traffic Management System was introduced to the line section that includes Stevenage, allowing for greater frequency of trains.

### Identified infrastructure schemes and requirements

Thameslink launched a new route in May 2022 running from Welwyn Garden City, through Central London, to Sevenoaks, increasing the frequency of trains during peak hours.

The Elizabeth Line opened in May 2022 and connected Farringdon with Stevenage via the Thameslink station at Farringdon.

East Coast Main Line Authorities are asking the central Government to provide a long-term investment plan for the East Coast Main Line to ensure the route is ready to maximise the benefit of future projects. Investment in the ECML will allow Stevenage to maximise its potential as a hub for life sciences by enhancing its strategic connectivity with London and the expanding Cambridge and Peterborough Corridor.

Network Rail aims to deliver the central section of East-West rail, which will reinstate a direct rail link between Oxford and Cambridge, by 2032. The Central Section will run between Bedford, Sandy, and Cambridge (to the north of Stevenage with interchange to the East Coast Main Line at Sandy).

SBC's Planning & Development Committee approved in January 2022 the construction of a multi-storey car park adjacent to the station to replace surface level parking, with an expected construction programme of 40 weeks that started in May 2022. The car park will include 622 car parking spaces, 80

cycle parking spaces, and 27 motorcycle spaces. 25% of car parking spaces will have electric vehicle charging points, with the ability to later activate up to 50%.

The Stevenage Central Framework identifies a need to refurbish the railway station, and options to transform the gateway area between the station and the Town Centre may include improvements to the pedestrian over-bridge or a new at-grade crossing at Lytton Way.

### **Funding and delivery**

Network Rail is responsible for delivering improvements to the rail network, whilst Thameslink is expected to fund relevant improvements to the Stevenage Railway Station as part of its franchise agreement. The estimated cost to refurbish the railway station is £40 million.

The new car park adjacent to the station is budgeted at £9 to £10 million and has received funding from the £37.5 million allocated to Stevenage from the central Government's Town Fund. Construction started in May 2022 and is expected to be completed within 40 weeks.

The Council is due to adopt the Stevenage Connection Area Action Plan in summer 2023 and the selected public realm interventions will be funded by the Towns Fund and developer contributions allocated by HCC.

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

## 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

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.

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.

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.

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

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

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, SMART motorway schemes will be paused from 2022 to 2027 around the country whilst the Government gathers data on the safety of converting hard shoulders to third lanes.

### **Funding and delivery**

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.**

## Local road network

### Lead agency

Hertfordshire County Council

### Evidence base

Hertfordshire Infrastructure and Funding Prospectus (2018)

### Background

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.

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.

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.

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

HCC is delivering improvements at eight junctions of the A602 between Stevenage and Ware in response to congestions and sub-standard journey times. Construction began in June 2020.

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

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**

HCC has secured £19.4 million to deliver A602 capacity and traffic flow upgrades.

The Council is due to adopt the Stevenage Connection Area Action Plan in summer 2023 and the 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.**

### 3 Education

#### Free early education, childcare provision, and family centre service

##### Lead agency

Hertfordshire County Council

##### Evidence base

Liaison with HCC

HCC Meeting the Rising Demand for School Places (2018)

##### Background

HCC has a statutory obligation to provide 15 hours per week of universal Free Early Education for three- and four-year-olds and disadvantaged two-year-olds.

HCC also has a statutory obligation to provide sufficient childcare for the children (aged 0-14, or 19 for children with disabilities) of working parents and ensure there are sufficient family centres to meet local need.

Each centre should serve 800 children and provide integrated facilities for parents and children under 11. They offer services to support child development outreach and family support, parenting support, access to training and work opportunities and child and family health services.

Stevenage has seven family centres which serve six areas numbered S1 to S6, plus Centre NH9 located in Great Ashby. These seven centres are grouped into two clusters. Stevenage North contains Strawberry Fields, Bridge Road, and St Nicholas and Martins Wood family centres. Stevenage South contains Bedwell, Chells and Manor, Broadwater, and Shephall family centres. Shephall is considered the main centre in Stevenage.

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 FEE scheme 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.

As of mid-2021, HCC's Early Years requirements are as follows.

0-2-year-old childcare	199-place deficit
2-year-old Free Early Education	130-place surplus
3- and 4-year-old Free Early Education	80-place surplus
30 hours free childcare	278-place surplus
5-11-year-old childcare	476-place surplus

The only category of Early Years provision that is in deficit rather than surplus is 0-2-year-old childcare. The model used to estimate the number of 0-2-year-olds requiring childcare (excluding the 2-year-old funding scheme) considers the Department for Education Childcare and Early Years Survey of Parents in England 2019.

The survey findings calculate a percentage of each age group who use formal childcare. For 0-year-olds 11% would use formal childcare. For 1-year olds 35% would use formal childcare. For 2-year-olds 22% would use formal childcare (excluding the 2-year-old funding scheme) based on removing the estimated figure for the 2-year-old funding scheme against the Department for Education Childcare and Early Years Survey of Parents in England 2019.

Because deprivation has been considered, the percentage for each age group fluctuates by smaller geographies within each district depending on the deprivation ranking.

### **Identified infrastructure schemes and requirements**

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 places.

FEE for three- and four-year olds will be provided in new and expanded primary schools in Stevenage. New primary schools in the West of Stevenage, North of Stevenage, and Town Centre strategic housing sites will include nursery provision.

### **Funding and delivery**

See following section on primary schools.

## Schools

Hertfordshire County Council is responsible for planning and monitoring school provision across the county. The local authority's role in securing new school provision has changed, particularly since the Academies Act 2010 and the Education Act 2011.

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.

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.

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.

### Primary schools

#### Lead agency

Hertfordshire County Council

#### Evidence base

Liaison with HCC

#### Background

There are 23 primary schools within the Stevenage administrative area. Fourteen are community schools, three are academies, two are foundation schools, three are voluntary aided and one is voluntary controlled.

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.

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, Graveley, Knebworth and Walkern.

HCC has provided requirements for new primary school provision over the Local Plan period arising from housing growth.

### Identified infrastructure schemes and requirements

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 expansions to existing schools will be required to meet demand arising from other development in Stevenage.

School	Type	Existing capacity	Expansion potential
Ashtree Primary School & Nursery	Community	2FE	+1FE
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
Letchmore Infant and Almond Hill Junior Schools	Community	3FE	None
Lodge Farm Primary School	Community	2FE	+1FE
Longmeadow Primary School	Community	2FE	+1FE
Martins Wood Primary School	Community	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	Community	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	2.5FE	+0.5FE
Trotts Hills Primary & Nursery School	Community	1FE	+1FE
Woolenwick Infant & Nursery School	Community	2FE	None
<b>Total</b>		<b>42.5FE</b>	<b>10.5FE</b>

## **Funding and delivery**

Based on DfE scorecards and indexed to BCIS Q1 2020 (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

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.**

## Secondary schools

### Lead agency

Hertfordshire County Council

### Evidence base

Liaison with HCC

### Background

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.

Three are local authority-controlled: Barnwell School, Marriotts School and The Nobel School, although Marriotts School has voted to become an academy.

Three are academies: The John Henry Newman Roman Catholic School, Barclay Academy and The Thomas Alleyne Academy. Of these:

The John Henry Newman Roman Catholic School determines and makes its own admission arrangements.

The Thomas Alleyne School uses HCC criteria and HCC administers allocations on behalf of the school.

Marriotts School, Barnwell School, and The Nobel School have permanently expanded in recent years.

HCC produces forecasts on Year 7 demand in Stevenage 10 years into the future. The forecasts are based on how many primary school pupils are moving onto secondary schools, recent trends, and housing growth.

HCC has provided requirements for new secondary school provision over the Local Plan period arising from housing growth.

### Identified infrastructure schemes and requirements

HCC has identified a need for a new 6-8FE secondary school and potential future expansion of existing secondary schools.

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 15.7FE of secondary school provision to 2031, according to the 2016 report on Stevenage Secondary Education Need.

Michaela Community School will be delivered on the vacant former Barnwell East/Collenswood School site and provide an additional 6FE, which will increase total secondary school capacity to 51.5FE. An additional 5-6FE can be provided by expanding existing schools, as well as another 2FE by expanding Michaela Community School after it is completed.

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	9FE	1FE	Had the potential to expand to 10FE, but its aspirations are to reduce PAN, so this potential 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.
Michaela Free School (not yet delivered)	Academy	6FE when built	2FE	Will be delivered on former Barnwell East site, previously Collenswood School.
<b>Total</b>		<b>45.5FE (51.5FE once Michaela School is built)</b>	<b>6FE (see Barnwell School for caveat)</b>	<b>Further feasibility required to confirm expansion potential at existing sites.</b>

### Funding and delivery

The requirement for new secondary school capacity will primarily satisfied through the new 6FE Michaela Community School. The remaining required capacity will be satisfied depending on future strategy and demand.

At the time of publication of the July 2022 Infrastructure Delivery Plan, a funding requirement of £34.9 million has been identified for a new community school. Michaela Community School is to be fully funded by the Department for Education with HCC paying a contribution based on previously secured S106 contributions. DfE will provide £29.2m and S106 contributions will provide £5.7m.

Funding requirements for secondary school expansions is awaiting confirmation and costs are therefore estimated at £4.6m per FE. SBC will update this section as further details are confirmed and a revised IDP will be published accordingly.

**A funding requirement has yet to be identified for this item.<sup>6</sup>**

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<sup>6</sup> Whilst the cost of Michaela Community School and the per FE costs of secondary school expansions are known, the total funding requirement for secondary school provision will be determined pending demonstrated need for school expansion.

## 4 Health

### Primary care general practice

#### Lead agencies

NHS England

East and North Hertfordshire Clinical Commissioning Group

#### Evidence base

Liaison with NHS England

Liaison with East and North Hertfordshire Clinical Commissioning Group

#### Background

The East and North Hertfordshire Clinical Commissioning Group (CCG) is responsible for planning, designing and paying for NHS services. It took over responsibility from the Primary Care Trust (PCT) that was abolished in March 2013. Following publication of the Health and Care Bill 2021, and the Bill having been to receiving Royal Assent - NHS Clinical Commissioning Groups were dissolved with their duties and functions transferring to Integrated Care Boards on 1st July 2022. At present the shadow entity for the Integrated Care Board is the Herts and West Essex Integrated Care System. However, the final name for this new entity is to be confirmed once formally assigned. All Clinical Commissioning Group staff below Board level, and all functions of the CCGs will transfer to the ICS, along with many other duties and accountabilities. There will also be a transfer of several NHS England and NHS Improvement direct commissioning functions, which is currently being explored.

The CCG is made up of local GPs and health professionals. They work together with other clinicians and patients to decide how the local NHS budget should be spent. There are six locality groups each covering smaller areas. The NHS Long Term Plan set out a requirement for practices to form Primary Care Networks (PCNs) effective from 1 July 2019. NHS England agreed an Enhanced Service to support the formation of PCNs, additional workforce and service delivery models for the ensuing 5 years. Therefore within the localities sit the Primary Care Networks (PCNs). There is a locality group for Stevenage and 2 PCN's - Stevenage North PCN and Stevenage South PCN. The CCG is working with both PCN's in relation to developing a Primary Care Premises Strategy for their PCN, taking into account the residential development numbers under the Stevenage Local Plan. Consideration is also being given to the impact of the North Herts District Council, East Herts Council and Welwyn and Hatfield Borough Council Local Plan Developments where they border Stevenage.

The CCG is accountable to, and performance managed by, a National Health Service Commissioning Board (NHCB) with regional and local offices. To avoid any conflict of interest, services from independent contractors such as local GPs will be commissioned directly by the NHCB.

Community nursing, intermediate care into patients' homes or from local hospitals, and mental health services are separated out from the CCGs and delivered by NHS Trusts, Hertfordshire Community Trust, Hertfordshire Partnership Foundation Trust or similar. These are identified as secondary healthcare services and are discussed in the next section of this report.

The CCG serves about 616,100 people who are registered at 60 GP Practices across 76 sites across east and north Hertfordshire, including Stevenage. This is a rise of circa 16,100 since this IDP was last updated for health. There are seven practices delivering general medical services from 13 separate sites within

Stevenage. 112,542 patients are registered across these practices. This information is summarised in the table below.

**Stevenage North PCN:**

Surgery/Practice	Actual patient registrations as of 1 April 2022	Total net internal area (NIA) m2	Actual patients per NIA m2
Stanmore Medical Group – Stanmore Road Health Centre	13,734	784	18
Stanmore Medical Group – Poplars Surgery	5,783	227	25
Stanmore Medical Group – St Nicholas Health Centre	13,011	597	22
Stanmore Medical Group – Canterbury Way Surgery	3,614	207	17.5
Chells Way Surgery	15,213	805	19
Symond Green Health Centre	4,573	279	16.5
Total	55,928	2,899	

**Stevenage South PCN:**

Surgery/Practice	Actual patient registrations as of 1 April 2022	Total net internal area (NIA) m2	Actual patients per NIA m2
Knebworth and Marymead Surgeries – Knebworth Surgery	8,614	470	18
Knebworth and Marymead Surgeries – Marymead Surgery	4,638	279	16.5
Shephall Way Surgery	8,764	559	16
King George Surgery	15,574	781	21
Manor House Surgery	6,230	177	38
Bedwell Medical Centre	6,397	435	15
Roebuck Surgery	6,397	288	24
Total	56,614	2,989	

**Identified infrastructure schemes and requirements**

Practices with over 20 patients per m<sup>2</sup> are considered constrained, i.e. The clinical space is insufficient for the number of registered patients. Planning permission was granted in June 2014 for a replacement doctor's surgery in Shephall at the western end of the Ridlins Playing Fields.

This purpose-built surgery was opened in November 2016. Chells Surgery has been extended to bring it in line with the recommended patients per m<sup>2</sup>. South of Stevenage, Knebworth Surgery was relocated to a new purpose-built practice in St Martin's Road, Knebworth in December 2020. Currently Stanmore Road Medical Centre is being extended with works due to complete imminently. Other options to increase capacity are currently being examined, subject to funding.

Using a local capacity planning tool developed for existing practices by NHS England - Midlands & East (Central Midlands) and the local Clinical Commissioning Group the number of patients on the list per m<sup>2</sup> of floorspace can be calculated. By then comparing this figure to the average utilisation for Hertfordshire a relative estimate of capacity (registrations before the average is met) or constraint (registrations above the average) can be assessed.

It is important to acknowledge that this is a local measure and may not be the only factor considered by both commissioners when they consider priorities for investment in the future.

Of the GP surgeries within the Borough boundary, Manor House Surgery and Poplars Surgery are constrained. The former particularly so and which is currently subject to discussions with the Stevenage South PCN.

In terms of estimating the future need for GP surgeries, NHS England/NHS Improvement apply a standard formula across all 25 authorities they cover. Considering all the housing developments as a whole, each dwelling is assumed to generate an average demand of 2.4 new patient registrations. One additional GP is required per 2,000 patients on a traditional list. That GP, in turn, requires 199m<sup>2</sup> of floorspace at an average cost of £5,410/m<sup>2</sup>.

This equates to a calculated average patient density for new demand of 18 patients/m<sup>2</sup>. This is less than the average figure across current Stevenage surgeries of approximately 20.5 patients/m<sup>2</sup> (NIA). New guidance proposes that new surgeries must be significantly less well utilised than existing premises. This may also increase costs.

An estimate of required floorspace was initially calculated based on these assumptions and the scenario tested in the IDP of 7,600 new dwellings. Of these, approximately 1,000 had been built or granted planning permission as of 1 April 2014. This left a residual requirement for approximately:

- 15,840 patient registrations;
- 8 General Practitioners; and
- 1,580m<sup>2</sup> of additional practice floorspace at a current cost of £8.54 million.

Notwithstanding the obvious advantages to NHS England in applying a common methodology, it is worth noting that the projected number of patient registrations is higher than the projected population arising from the development scenario tested in this IDP of 14,500 over the period 2011-2031. Currently, allowing for developments already completed, permitted, or forecast, applying the NHS England ratio would yield a requirement for approximately 1,250m<sup>2</sup> at a cost of £6.78 million.

This is considered to be a more accurate basis for future planning, especially given the number of smaller units proposed within the preferred development scenario that are likely to yield a patient requirement below the 2.4 average.

The average surgery size in Stevenage is approximately 453m<sup>2</sup> (NIA) although the actual size of individual premises varies significantly from approximately 177m<sup>2</sup> to 805m<sup>2</sup>. Taking the average as a benchmark suggests a requirement for approximately two to three GP surgeries over the plan period as a result of

development within the Borough. However, the Clinical Commissioning Group advise that it is important to note that the actual number of new surgeries required will be dependent on:

- The location of new development within the Borough;
- The capacity of existing premises to absorb this demand;
- Whether existing premises can be extended;
- The most appropriate pattern and distribution of premises to meet future requirements; and
- The location of any development around the town arising from other local authorities as aforementioned.

Taking into account the proposed distribution of development across the town as a whole in the strategy being tested in this IDP, it is suggested that the following broad locations be particularly considered for future provision:

- West of the A1(M) – (In addition North Hertfordshire District Council land is potentially to be safeguarded for future development in this area)
- North-east Stevenage/Great Ashby
- North of Stevenage
- Stevenage Town Centre/SG1

### **Funding and delivery**

For the purposes of this IDP it was assumed that the Ridlins End Surgery (Shephall) project would solely to deal with existing deficits at the time and would not provide additional capacity to meet future demand. With current average patients per m<sup>2</sup> of 20.7, taking into account the new Ridlins End, the new Knebworth Surgery, the extension to Chells & Stanmore Road and many more dwellings yet to be built and occupied the CCG are working with the Stevenage PCNs as to how to address the position.

New or extended GP provision can be funded in a number of ways, including through private finance. Subject to viability, new provision could also be part-funded through developer contributions either through financial contributions or, on larger schemes, the transfer of land. At this time, no specific future commitments have been made.

## Acute services

### Lead agencies

NHS England

East and North Hertfordshire Clinical Commissioning Group

### Evidence base

Liaison with NHS England

NHS England 5 Year Forward View

### Background

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.

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.

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).

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

The CCG have 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.

As with the requirements for secondary healthcare, the CCG 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.

The growth of the Borough's population leads to a requirement of 2,100m<sup>2</sup> of additional acute health infrastructure.

The 2012-based population projections anticipate an increase in population across the CCG area of approximately 104,000 over the 20 years to 2031. Using this overall figure as a guide, and the ratios provided by the CCG, suggests a total requirement for approximately 15,000m<sup>2</sup> of additional acute health infrastructure to serve the CCG area.

## Funding and delivery

The CCG have provided building costs for the range of different services that will be required. The total costs identified for the levels of provision above are:

- Stevenage only: £15.8m
- CCG-wide: £113.1m

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.

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 CCG have 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 is the plan period (7600 x £2609.58).

Further discussions are required with the CCG and other providers to determine the most appropriate configuration and location for this provision. The CCG covers the entirety of Stevenage, North Hertfordshire, East Hertfordshire, Welwyn Hatfield and Broxbourne's administrative areas. As such, it will be necessary to 'pool' requirements and / or funding across this wider area to determine and achieve the most appropriate distribution of services to meet future needs, albeit that it is for these authorities to quantify the requirements in terms of both floorspace and funding for their own areas.

## Secondary healthcare

### Lead agency

East and North Hertfordshire Clinical Commissioning Group

### Evidence base

Liaison with ENHCCG

### Background

Secondary healthcare refers to community services, intermediate care, and mental health services.

Community services and intermediate care refers to care provided outside of the acute services environment to prevent admissions, support rapid discharge, and maintain patient independence. In the past, care has been provided in community hospitals, care homes, GP practices, and patients' homes. The current ENHCCG strategy is to reduce reliance on inpatient rehabilitation in favour of outpatient home-based and social care.

Inpatient intermediate care is provided by Hertfordshire Community NHS Trust community hospitals and ENHCCG-commissioned independent sector providers. Outpatient services are provided by the Lister Hospital, Kingsway Health Centre, and community teams based in local health centres, local authority premises, and GP practices.

Mental health care is provided by the Hertfordshire Partnership University NHS Foundation Trust. The Trust provides:

**Acute and Rehabilitation Services**, including inpatient services and crisis teams. Acute Services provide adult inpatient services for the Crisis and Assessment Service Treatment Team and A&E Liaison teams, which operate at the Lister Hospital, Watford General Hospital, the QEII Hospital in Welwyn Garden City.

**Community Services**, including local mental health and learning disability teams and prison 'in reach' services. Enhanced Primary Mental Health Teams work closely with primary care practices to provide improved access and early mental health interventions.

**Secure and Rehabilitation Services**, including in-patient and specialist residential services for people with learning disabilities.

**Specialist Services**, including Child and Adolescent Mental Health Services and services for substance and alcohol abuse, mother and baby care, dementia, eating disorders, and learning disabilities.

### Identified infrastructure schemes and requirements

ENHCCG estimates that planned housing growth in Stevenage over the Local Plan period will require additional floorspace for community services, intermediate care, and mental health care. Concurrent with the SG1 regeneration plan, Hertfordshire Community Trust, Hertfordshire Partnership Foundation Trust, ENHCC, and East and North Hertfordshire Trust are exploring relocating to a shared public services hub encompassing health, voluntary, council, and charity that would be located in the town centre.

### Funding and delivery

The estimated cost of additional community services and intermediate care provision to meet demand arising from planned housing growth in Stevenage over the Local Plan period is £2.07 million. The estimated cost of additional mental health provision is £1.53 million.

However, the previous investment in the Lister delivered part of these required capacities and the calculated funding requirements should be discounted by 50% to reflect this.

New health services can be funded and delivered in a number of ways. Whilst the previous investment in the Lister was largely funded through a loan for the Department of Health, ENHCCG have indicated an initial assumption that future requirements will be funded through developer contributions.

It will be necessary to 'pool' requirements and/or funding for new community services, intermediate care, and mental health care infrastructure across the entire ENHCCG area of responsibility. Further discussions with ENHCCG and other authorities are required to determine the most appropriate funding, location, and configuration for this provision.

To meet requirements arising from planning housing growth in Stevenage over the Local Plan period, **a funding requirement of £2.6 million has been identified for this item.**

## Adult social care

### Lead agency

Hertfordshire County Council

### Evidence base

[HCC Adult Care Services Three Year Plan 2018-2021](#)

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

### Background

HCC Health and Community Services is responsible for adult social care. HCS 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.

HCS aims to provide an appropriate level of flexicare 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

HCC have previously indicated that provision of adult social care for around 190 additional individuals in Stevenage is expected to be required between 2010 and 2030. However, the validity of this information has not yet been confirmed and infrastructure requirements for adult social care will be forthcoming in a future update to this document.

## 5 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

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.

Stevenage has four parks and gardens: the Bowling Green, Millennium Gardens, Town Centre Gardens and Fairlands Valley Park. The town also contains 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.

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.

SBC provides several play areas for children and young people and allotments where residents can rent space to grow their own produce.

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.

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.

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.

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**

SBC has identified a requirement for several infrastructure projects to maintain and improve natural and semi-open spaces.

All types of open spaces require improved access and signage to and around sites.

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.

The estimated cost of these projects is £800,000.

### **Allotments**

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.

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**

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 cycling basis to ensure sites remain safe, inviting, and challenging.

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**

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.

Ridlins Wood Athletic Track is approaching the end of its operational life and needs to be replaced. The field at Ridlins requires renewal, tennis courts and MUGAs require improvements, and grass pitches require new drainage and irrigation systems.

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.

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**

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.

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**

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.**

## 6 Emergency Services

### 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

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

To date, Hertfordshire Constabulary has not responded to Stevenage Borough Council regarding its infrastructure requirements, although the constabulary has indicated to North Hertfordshire Council that new Safer Neighbourhood Policing Team bases will be required for large strategic development sites. These bases require approximately 150m<sup>2</sup> of office accommodation and secure parking for approximately five police vehicles.

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.

#### Funding and delivery

In the absence of specific policing infrastructure funding requirements, beyond those that may arise from specific development schemes, **a funding requirement of £0 has been identified for this item.**

### Fire and Rescue Services

#### Lead agency

Hertfordshire Fire and Rescue Service

#### Evidence base

#### Background

There are four fire stations in the Stevenage and North Hertfordshire area. Fire Control is located at Longfield in Stevenage, which has a resolution to grant planning permission to be redeveloped as housing subject to the relocation of the existing facility.

Stevenage Fire Station is currently the busiest station in the Hertfordshire Fire and Rescue Service network and therefore has limited capacity to accommodate planned housing growth.

### **Identified infrastructure schemes and requirements**

To date, Hertfordshire Fire and Rescue Service has not provided specific comments to Stevenage Borough Council regarding its infrastructure needs, although it was previously considered that large strategic development sites should incorporate fire protection measures to mitigate the need for additional fire service resources.

### **Funding and delivery**

In the absence of specific policing infrastructure funding requirements, beyond those that may arise from specific development schemes, **a funding requirement of £0 has been identified for this item.**

## 7 Community and Leisure

### Community facilities

#### Lead agencies

Hertfordshire County Council

Stevenage Borough Council

#### Evidence base

Draft Stevenage Asset Management Strategy

Inspiring Libraries: A new strategy for Hertfordshire Libraries (2014)

#### Background

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

Hertfordshire County Council is responsible for providing library services in Stevenage. Libraries offer free, authoritative, non-judgemental information services. They provide access to books, DVDs, CDs, magazines, community language material, computers and the internet, and other learning opportunities. They also offer neutral spaces to promote community cohesion and well-being.

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

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.

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

HCC provides services for young people in Stevenage in Bowes Lyon 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**

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 360m<sup>2</sup> more floorspace than the current library.

SBC plans to replace the Bowes Lyon Centre, Arts and Leisure Centre, and Swimming Centre with a new combined facility across the current Swimming Centre and Bowes Lyon Centre site.

## **Funding and delivery**

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.

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.

The estimated cost of the new combined facility which will contain the re-provided Bowes Lyon Centre is £40 million. SBC intends to seek s106 and CIL funding for this project.

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

## Sports and leisure facilities

### Lead agency

Stevenage Borough Council

### Evidence base

Stevenage Sports Facility Assessment and Strategy 2014-2031

### Background

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

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 reprovided or regenerated.

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. It is also believed that the strategy should be updated to help secure funding to reprovide the Arts and Leisure Centre and Swimming Centre in a new wet/dry facility, procure a new Leisure Management Contract, and promote health, wellbeing, and cultural strategies.

### Identified infrastructure schemes and requirements

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 200m<sup>2</sup> of additional swimming space

Up to 157 additional fitness stations

Three new MUGAs/skate parks in strategic housing sites

New artificial football pitch

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 reprovided close to the bowls greens at King George V Playing Fields.

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.

Identified sports infrastructure, funding, and delivery requirements are subject to the planned refresh of the 2014 strategy.

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

## 8 Utilities

### 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

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.

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

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.

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.

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

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.

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.

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

## Wastewater

### Lead agencies

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)

### Background

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.

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

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.

Individual development schemes will require new wastewater pipes and connections, which are agreed between developers and Thames Water.

### Funding and delivery

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

## Waste management

### Lead agency

Hertfordshire County Council

### Evidence base

Liaison with HCC

HCC Guide to Developer Infrastructure Contributions (2021)

HCC LACW Spatial Strategy (2019)

HCC Waste Site Allocations document (2014)

Hertfordshire Infrastructure and Funding Prospectus (2018)

Hertfordshire Waste Development Framework 2011-2026 (2012)

### Background

Household waste is collected by Stevenage Borough Council and disposed of by Hertfordshire County Council, which also runs Household Waste Recycling Centres. HCC is responsible for both waste disposal and waste planning.

### Identified infrastructure schemes and requirements

The HWRC Annex to the 2019 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 re-provision of the recycling centre is required to current overcapacity and planned housing growth.

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

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.

HCC uses the 2021 Guide to Developer Infrastructure Contributions to secure contributions for waste management from individual development schemes.

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.**

## 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

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

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

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.

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.

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

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: Schedule

Project	Evidence base	Delivery date	Delivery agencies	Cost estimate	Outstanding SBC funding requirement	Funding source	Notes
<b>MOBILITY</b>							
<b>Cycling</b>							
Route 1: North Stevenage to Stevenage Central	LCWIP	Central section in 2022, north and south extensions potentially in 2023/24	SBC/HCC	£4,894,450	TBC	S106/CIL	
Route 2: Great Ashby to Stevenage Central/Gunnels Wood	LCWIP	Potentially in 2024/25	SBC/HCC	£2,416,765	TBC	S106/CIL	
Route 3: East Stevenage to Stevenage Central	LCWIP	TBC	SBC/HCC	£1,650,00*	TBC	S106/CIL	
Route 4: South East Stevenage to Stevenage Central	LCWIP	TBC	SBC/HCC	£1,650,000	TBC	S106/CIL	
Route 5: West of Stevenage to Stevenage Central	LCWIP	TBC	SBC/HCC	£858,000*	TBC	S106/CIL	
Route 6: East Stevenage orbital	LCWIP	TBC	SBC/HCC	£3,500,000	TBC	S106/CIL	
Route 7: West Stevenage orbital	LCWIP	Potentially in 2024/25	SBC/HCC	£1,350,000	TBC	S106/CIL	
Route 8: Stevenage Central	LCWIP	TBC	SBC/HCC	£975,000*	TBC	S106/CIL	
Cycle hub at Stevenage Railway	NCGTP	2-5 years	NR/HCC/SBC	£0-£500,000	TBC	S106/CIL/other	A dedicated cycle hub as part of the regeneration of

<b>Project</b>	<b>Evidence base</b>	<b>Delivery date</b>	<b>Delivery agencies</b>	<b>Cost estimate</b>	<b>Outstanding SBC funding requirement</b>	<b>Funding source</b>	<b>Notes</b>
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
<b>Walking</b>							
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	

<b>Project</b>	<b>Evidence base</b>	<b>Delivery date</b>	<b>Delivery agencies</b>	<b>Cost estimate</b>	<b>Outstanding SBC funding requirement</b>	<b>Funding source</b>	<b>Notes</b>
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	

<b>Project</b>	<b>Evidence base</b>	<b>Delivery date</b>	<b>Delivery agencies</b>	<b>Cost estimate</b>	<b>Outstanding SBC funding requirement</b>	<b>Funding source</b>	<b>Notes</b>
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 SGI	
New pedestrian wayfinding infrastructure in the Town Centre	LCWIP			£120,000			
<b>Bus</b>							
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 Gunnels 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.
<b>Rail</b>							
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
	k						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	
<b>Strategic road network</b>							
Improvements to A1(M) Junction 7	HIFP (2018)	TBC	HCC	£8m			
Improvements to A1(M) Junction 8	HIFP (2018)	TBC	HCC	£8m	TBC	TBC	
<b>Local road network</b>							
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
<b>EDUCATION</b>							
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
<b>HEALTH</b>							
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.
<b>GREEN AND BLUE INFRASTRUCTURE</b>							
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	
<b>COMMUNITY AND LEISURE</b>							
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	
<b>UTILITIES</b>							
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	

<b>Project</b>	<b>Evidence base</b>	<b>Delivery date</b>	<b>Delivery agencies</b>	<b>Cost estimate</b>	<b>Outstanding SBC funding requirement</b>	<b>Funding source</b>	<b>Notes</b>
						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	