

Infrastructure Delivery Plan, March 2017

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1 Introduction

1 Introduction

What is an Infrastructure Delivery Plan?

1.1 In order to plan for any level of future development or growth, consideration must be given to the infrastructure that might be required to support this, and how it will be delivered.

1.2 The Infrastructure Delivery Plan (IDP) aims to identify the infrastructure required to support future levels of growth across the town. It covers the period from 2011 - 2031, in line with the emerging Local Plan⁽¹⁾.

1.3 The Infrastructure Delivery Plan covers a wide range of physical and social infrastructure including; transport, utilities, education, health, community facilities, emergency services and green infrastructure requirements. It aims to:

- Identify the current infrastructure provision within the District;
- 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
- Identify how that infrastructure might be funded and delivered.

1.4 The Infrastructure Delivery Plan will provide a comprehensive evidence base, which can be used in a number of different ways, and can be developed over time alongside our emerging Local Plan. It forms a key part of the Local Plan process, as well as seeking to influence public and private funding priorities.

Policy context

1.5 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 take into account the infrastructure that is likely to be required within and around their administrative area.

1.6 The National Planning Policy Framework (the Framework) states that local planning authorities should assess the quality and capacity of infrastructure to accommodate their proposed development targets in relation to:

- | | |
|--------------------------------|---------------|
| • Transport | • Waste |
| • Water supply | • Health |
| • Wastewater and its treatment | • Social care |

1 The National Planning Policy Framework states that plans should be drawn up over an appropriate time scale, preferably 15 years (paragraph 157). It is currently intended to adopt the new local plan in early 2017.

- Energy (including heat)
- Telecommunications
- Utilities
- Education
- Flood risk and coastal change management⁽²⁾

1.7 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.

1.8 A first draft of the Infrastructure Delivery Plan was published in 2013 to support the first consultation on our new local plan⁽³⁾. Because this was conducted at an early stage in plan preparation, the information within it was based around a number of different housing growth 'options' or 'targets', which were loosely based around our calculated population projections at that time:

- Option A - 4,000 homes
- Option B - 5,500 homes
- Option C - 7,000 homes

1.9 The Infrastructure Delivery Plan contained an implicit understanding of where new homes were likely to be located under each option:

- Option A growth would be contained within the urban area of the town (mainly on brownfield sites)
- Options B and C would both require the development of Greenfield or Green Belt land outside the edge of the existing urban area. We would probably need to use land to the north, west and south-east of Stevenage, in the form of urban extensions.

1.10 These options provided a basis on which to start initial discussions with infrastructure providers and a starting point for future work.

1.11 Our thinking has now been further refined following:

- Receipt of consultation responses to the local plan;
- Publication of new Government population and household projections which form the 'starting point' for consideration of development targets in our plan;
- An updated Strategic Housing Market Assessment (SHMA) which takes these into account and identifies future development requirements for the Borough⁽⁴⁾;
- A further iteration of our Strategic Land Availability Assessment (SLAA) which identifies sites which may be used to meet development targets in the future⁽⁵⁾;

2 Paragraph 162 of the Framework

3 Stevenage Infrastructure Delivery Plan (SBC, 2013)

4 Stevenage and North Hertfordshire Strategic Housing Market Assessment Update 2015, Opinion Research Services, June 2015

5 Strategic Land Availability Assessment, update 2015

1 Introduction

- A full plan viability study which aims to understand the extent to which new development may be able to contribute to infrastructure requirements⁽⁶⁾;
- An Infrastructure funding strategy which considers how different forms of funding could help deliver the infrastructure required to support new housing coming forward over the plan period⁽⁷⁾; and
- On-going discussions with infrastructure providers and neighbouring authorities regarding their plans for the future.

Methodology

1.12 It would be impractical to try and 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' Infrastructure Delivery Plan's. It is considered that these cover the key issues and will provide enough information to ensure that our Local Plan can be delivered.

1.13 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.

1.14 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.

1.15 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.

1.16 The submission plan sets out 7,600 new homes to be delivered in the Borough between 2011 and 2031.

Viability

1.17 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 that their viability is put at risk. The plan should provide a realistic prospect of delivering competitive returns to willing landowners and developers.

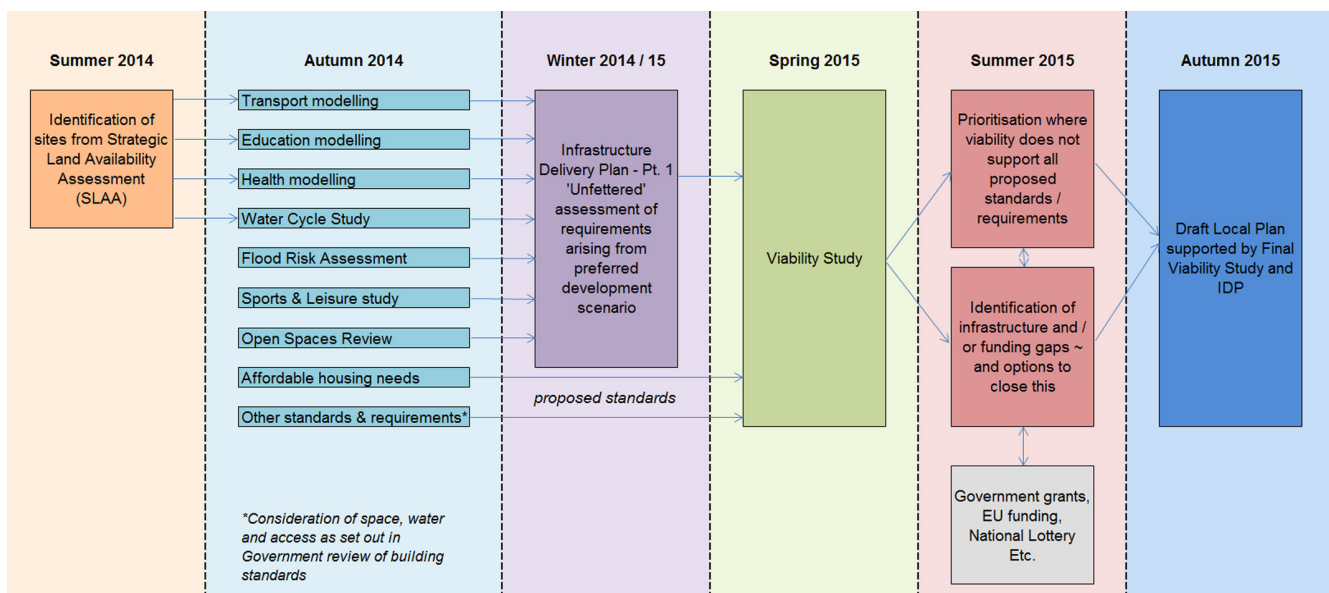
6 Whole Plan Viability Study including Community Infrastructure Levy, HDH Planning and Development, September 2015

7 Stevenage Borough Infrastructure Funding Strategy, AECOM, September 2015

1.18 The Infrastructure Delivery Plan 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 taken into account; and
- Options for meeting these from alternate sources.

1.19 This process is shown in the diagram below.



Picture 1

Plans of adjoining authorities and the Duty to Co-operate

1.20 In preparing its new local plan, the Borough Council has worked with with adjoining authorities and other agencies on infrastructure matters which cross administrative boundaries in accordance with the Duty to Co-operate.

1.21 Stevenage is a small authority with a number of near neighbours including Central Bedfordshire, East Hertfordshire, North Hertfordshire and Welwyn Hatfield councils. The town's urban area already 'spills over' into North Hertfordshire and is tight against the boundary in other locations.

1.22 North Hertfordshire and East Hertfordshire are both considering potential developments on the edge of Stevenage in their own administrative areas as part of their respective local plans. We have included these schemes, with their agreement, in our consideration of transport, education and water.

1 Introduction

1.23 Central Bedfordshire and Welwyn Hatfield lie slightly further afield but have their own proposals for growth along the transport corridors we share - notably the A1 / A1(M) and the East Coast Mainline.

1.24 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 co-ordinated fashion.

1.25 We can only require new developments to make contributions that are fairly related to their own scheme. We cannot ask them to fund, for example, schemes aimed at plugging pre-existing gaps in provision.

1.26 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 Infrastructure Delivery Plan. It demonstrates how we have met our statutory obligations in relation to infrastructure through joint working, consultation and engagement.

Limitations

1.27 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 taken into account when using this plan.

1.28 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.

1.29 Some infrastructure providers do not plan to long term timescales and might only identify infrastructure requirements for the next five years, for example. Others are reactive, rather than proactive, and only deal with infrastructure improvements/development once planning applications have been received. This may mean that information we would like to include does not exist.

1.30 Where infrastructure providers have failed to respond to reasonable requests for information, we have assumed that they have no particular requirements which need to be reflected in this Infrastructure Delivery Plan and will identify, fund and deliver any future improvements required in this area using their own resources. Notwithstanding this point, we will continue our attempts to obtain meaningful information from these providers as the plan progresses.

1.31 Uncertainties in infrastructure planning, changes in infrastructure requirements over time, and general changes to the economy and government policies and priorities, mean that it will be particularly important to review the Infrastructure Delivery Plan regularly and to ensure it is still achieving its aims.

1 Introduction

Infrastructure		District Local Planning Authorities	Herts. County Council	Environment Agency	Highways Agency	Herts. LEP	Herts. LNP	National Health Service	ORR / Network Rail	Transport for London
Mobility	Active transport		x							
	Passenger transport	x	x						x	x
	Strategic Roads	x	x		x	x				
	Local Roads	x	x							
Education	Primary	x	x							
	Secondary	x	x							
	Nursery	x	x							
	Doctors surgeries	x						x		
Health	Secondary healthcare	x						x		
	Lister Hospital							x		
	Adult Social Care		x							
Green Infrastructure										
Emergency services	Police									
	Fire									
Community and leisure										

Infrastructure		District Local Planning Authorities	Herts. County Council	Environment Agency	Highways Agency	Herts. LEP	Herts. LNP	National Health Service	ORR / Network Rail	Transport for London
Utilities	Water supply	x		x						
	Waste water	x		x		x				
	Waste management									
	Electricity/gas									

Table 1 Organisations consulted under the duty to co-operate

2 Mobility

Cycling/Walking

Lead agency

- Hertfordshire County Council

Evidence base

- Stevenage Mobility Strategy, January 2017
- Hertfordshire County Council Transport Vision 2050, August 2016
- Stevenage Cycling Strategy, 2002
- Inter-Urban Route Strategy, 2013
- Local Transport Plan, 2011-2031
- Walking Strategy, 2011
- Rights of Way Improvement Plan, 2011
- Stevenage Urban Transport Plan, 2010
- Cycling Strategy, HCC, 2007

Background

2.1 The Stevenage Mobility Strategy, in line with national planning policy, is based upon the assumption that as growth proceeds, the balance of mobility shifts away from driving cars and towards mobility through technology (virtual mobility), active travel (walking and cycling), public transport and car-pooling (sharing journeys).

2.2 The Stevenage Borough Council Strategy is to support and encourage increasing Mobility by sustainable and inclusive modes. It is to support a mode shift over time from car driver to more space efficient, socially inclusive and less polluting forms of Mobility, and not simply to supply extra road capacity for the benefit of car borne commuters in peak periods.

2.3 In this respect, Stevenage Borough Council fully embraces national planning policy and promotes a strategy that is consistent with the 'Hertfordshire Transport Vision'.

2.4 Stevenage is named as a 'Sustainable Travel Town' in this emerging Local Transport Plan, where there is a focus on reducing the need to travel overall and increasing 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.

2.5 The Hertfordshire Transport Vision expects a step change in uptake of sustainable modes in Stevenage. It also advises that some highway capacity will be reallocated for use by pedestrians, cyclists and bus users.

2.6 Stevenage Borough Council's Mobility Strategy is to design for and prioritise Mobility as a whole. It is to create even more attractive choices for movement than already exists, committing funds to physical improvements to the high capacity cycle network [which can be seven times more effective in terms of unit road space compared with car use], invest in public transport and significantly influence behavioural change by enhanced funding of new measures to promote and use the mobility options that already exist and will be improved.

2.7 The strategy is to place a high priority on active travel (walking and cycling).

2.8 The existence of the extensive, segregated cycle infrastructure means that Stevenage is better equipped than many towns to facilitate safe and convenient cycling and encourage this change in emphasis.

2.9 Cycling and walking are cheap, healthy and sustainable forms of transport. They provide a realistic alternative to the car for many short trips and, for longer journeys, can combine well with public transport.

2.10 Increasing cycling and walking can improve health, reduce congestion and improve air quality and the quality of the environment. Improving health is one of the key aims of the Borough Council's Community Strategy.

2.11 The pedestrian and cycle network is one of the most important legacies of the development of the New Town. Wide, high quality, paths and cycleways are provided alongside main routes across the Borough, and are grade separated at key junctions.



2.12 In 2010, the Stevenage Urban Transport Plan highlighted issues with safety, conflicts between cyclists and pedestrians, a lack of suitable crossings for pedestrians, a lack of cycle parking, and both networks suffering from some 'missing links'.

2 Mobility

2.13 It also recognised that the link between the town centre and the Old Town is poor. The existing footbridge is generally unattractive. It does not provide well for cyclists and the less able, and directs users through a supermarket car park at the southern end.

2.14 The LTP is supported by Walking and Cycling Strategies which aim to increase use of these modes.

2.15 However, the pedestrian and cycle network suffers from being underused. The 2011 Census showed that the majority of short journeys to work are carried out by car. Just 5% of journeys of 5km (3 miles) or less were made by bike. This information is summarised below.

Mode	Journeys of less than 2km	Journeys of less than 5km	All Journeys
Walking	38%	19%	13%
Cycling	5%	5%	3%
Car	51%	64%	69%
Public transport / other	7%	13%	15%

Table 2 Share of journeys to work in Stevenage by mode (resident based)

2.16 As part of its remit, the Inter-Urban Route Strategy looked at wider pedestrian and cycling connections between the County's main settlements in 2013.

Identified schemes and requirements

2.17 The Local Transport Plan and UTP identified a number of specific schemes:

- A footpath from Stevenage to Walkern
- Pedestrian crossings at Lister Hospital, Great Ashby Way, Gresley Way and Argyle Way
- New cycle routes and footpaths where there are gaps in the network
- Better pedestrian and cyclist access to the station from the east and west
- Improved lighting and visibility in underpasses
- Increased policing of the cycleways
- More cycle parking at the train station and gateway entrances to the town centre
- A cycle crossing over St. Georges Way and better routes around the Leisure Centre.

2.18 The pedestrian and cycle network in Stevenage is extensive. As such, many of these identified schemes are short term improvements to provide 'missing links' or address known problem locations, rather than long-term aspirations.

2.19 The draft IURS identifies three further, more strategic, schemes:

- The provision of an off carriageway cycle route between Hitchin and Stevenage
- Developing a sustainable transport corridor along on the old Great North Road between Welwyn, Woolmer Green, Knebworth and Stevenage
- Encouraging employers to provide targeted cycle hire for Stevenage.

2.20 New developments will need to ensure that they are appropriately connected to the existing networks. Transport Plans and Assessments will often also be required, particularly for large-scale schemes. Site-specific measures will be identified on a case-by-case basis. In the interim, a desktop exercise suggests that around 5km of new routes would be required to serve new development. This assumes provision of a cycle path alongside the main access / spine route through the main development sites and connections to the existing network.

Funding and delivery

2.21 Walking and cycling schemes identified within the LTP and UTP are included on the County Council's Highways and Transport Group Programmes. Those schemes that meet the criteria of the indicators and targets of the LTP are considered for selection / funding by the relevant target group of council officers on an annual basis.

2.22 A number of the schemes identified for walking or cycling are included on the County Council's forward Integrated Works Programmes (IWP) for 2015/16 and 2016/17. The cost of schemes on the IWP are met through the County's main budget, along with discretionary locality funding that is allocated by local Councillors.

2.23 A number of the schemes identified are included as capital schemes within the LEP's Strategic Economic Plan within the Active Travel package. However, detailed funding announcements for individual schemes have not been announced. It is assumed that the costs of these schemes will be met but, for the moment, these are identified as outstanding requirements.

2.24 The County Council seeks developer contributions towards transport improvements. This can take the form of financial contributions to nearby schemes or the physical connection of new developments to existing networks.

2.25 Given the early stage of scheme development, it is difficult to identify precise costs associated with the provision of cycling and walking measures for new development. In the interim, a broad estimate of £250,000 per kilometre is used. This is based upon the £200,000 per kilometre estimate used for transport planning in London, recognising that the existing configuration of the network in Stevenage - with a number of split level junctions - may incur additional costs.

2.26 A total funding requirement of £8.76m has been identified for this item.

Bus

Lead agencies

- Hertfordshire County Council - Transport Access and Road Safety Unit
- Bus operators - Arriva/Centrebus

Evidence base

- Stevenage Mobility Strategy, January 2017
- Hertfordshire County Council Transport Vision 2050, August 2016
- Inter-Urban Route Strategy, 2013
- Local Transport Plan, 2011-2031
- Bus Strategy, 2011

Background

2.27 The County Council owns all bus stops and manages the network infrastructure together with the display of service information. Most bus services in the town are provided by Centrebus and Arriva. Stevenage Borough Council is responsible for the provision and maintenance of many bus shelters and is also the major landowner within the town centre, including a number of roads and the bus station site.

2.28 There is a comprehensive range of bus routes serving the town, which offer a good level of frequency across the network. Most homes are within walking distance of a bus stop. Within the town, a number of circular routes connect residential neighbourhoods to local facilities, the town centre and our employment areas, whilst inter-urban services connect to Hitchin, Welwyn Garden City and beyond.

2.29 The bus station is located in close proximity to the train station, within the town centre.



Figure 1 Stevenage bus network

Identified infrastructure schemes and requirements

2.30 The County-wide Bus Strategy recognises that, to avoid increasing pressure on both existing infrastructure and public funding, new development should either be located near to key passenger transport corridors or it should be ensured that funding is available to support improved transport provision.

2.31 Depending on their locations, new developments are likely to require the provision of new or altered bus routes to serve them. However, the extent of provision required cannot be confirmed until sites have been identified for housing and employment, and until targets for these have been decided. Details on more specific schemes or measures will be discussed with the relevant lead agencies once this information is available.

2.32 The Bus Strategy states that frequencies should be as high as is justified either by commercial viability, value for money criteria or financial resources available. Therefore this will need to be determined on a case by case basis.

2.33 However, in terms of improvements to current network, the UTP and draft Inter Urban Route Strategy identify a number of schemes including:

- Increase the amount of bus travel information available at the rail and bus stations
- Upgrade key bus stops within the study area
- Provide priority bus lanes/junctions at selected locations
- Improve bus links/frequencies from the station to employment areas
- Provide real time information around the network
- Provide inter-connecting routes between new developments
- Bus priority between urban developments - Hitchin, Letchworth, Stevenage 'triangle'.

2.34 A number of these reflect a general aspiration to make travel by bus a more attractive choice to encourage modal shift. They are not directly required to support new growth, though it is recognised that any decrease in the number of car-based journeys will plainly have benefits in terms of the road network and congestion. Work is on-going to develop alternate designs for bus provision in the town centre. This will help to 'unlock' sites and areas in the town centre for development and / or improvement. It could increase the number of stopping points available.

Funding and delivery

2.35 Cost estimates for many of these schemes have been developed as part of the plans/strategies they are taken from. These can be found in the Infrastructure Delivery Schedule towards the end of this plan. Funding will be realised from a number of sources including, but not necessarily limited to:

- Bus operator investment
- Hertfordshire County Council, including LTP funding
- Other grant funding, including the LEP Growth Deal
- Contributions from developers and other relevant bodies

2.36 The County Council are responsible for maintaining and providing bus stops, network infrastructure and service information displays. The Borough Council would be responsible for delivering improvements to, and new, bus shelters.

2.37 Improvements to, or contributions towards, the bus network will normally be discussed on a site-by-site basis. Co-ordination will be 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, the county council will expect those developers to fund the required schemes, through either legal agreements or contributions.

2.38 The withdrawn planning application to develop 3,600 homes to the west of Stevenage included a £1.3m contribution towards bus provision. Using this as a basis for the likely scale of contributions sought from new development, a requirement for £1.5m of developer funding has been identified.

2.39 Any large-scale schemes, such as the re-provision of bus facilities within the town centre would draw on a number of funding sources. This might include funding from the LEP Growth Deal settlement as well as the agencies identified above, operators and developer contributions.

2.40 Hertfordshire County Council have identified a £3m package of sustainable transport measures, for which £2m of funding has been secured, including from the LEP funding deal. This includes increasing the frequency of bus routes between Stevenage and Hitchin.

2.41 Based upon the charges in the Hertfordshire Toolkit, the residential development contained in the preferred development scenario would yield a indicative receipt of around £5m in contributions for sustainable transport measures generally. This could encompass measures that go beyond just passenger transport.

2.42 A total funding requirement of £18m has been identified for this item.

Rail

Lead agencies

- Network Rail
- Train Operating Companies - Govia Thameslink Railway, InterCity Railways, First Hull Trains

Evidence base

- Stevenage Mobility Strategy, January 2017
- Hertfordshire County Council Transport Vision 2050, August 2016
- Intercity East Coast franchise: Invitation to Tender, 2014
- Thameslink, Southern & Great Northern franchise: Invitation to Tender, 2013
- Network Rail Strategic Business Plan, 2013
- Inter-Urban Route Strategy, 2013
- Rail Strategy, 2011
- East Coast Mainline 2016 Capacity Review, 2011
- Stevenage Urban Transport Plan, 2010

Background

2.43 Stevenage is well served by the rail network. It is a major rail hub.

2.44 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.

2.45 A number of the documents listed above identify that the ECML is close to capacity. Evidence suggests that overcrowding exists at certain times and that it is common for passengers to have to stand on busier trains.

2.46 Stevenage train station is in a sustainable location, adjacent to the town centre, with reasonable access available by all modes of transport. Recent improvements to the station include the laying of new platform surfaces, a refurbishment of the ticket hall and the conversion of the goods lifts for passenger services. The last of these works were completed in 2014.

2.47 Two main rail franchises serve the station.

2.48 In May 2014, the Government awarded a management contract for Great Northern services to Govia Thameslink Railway. This franchise commenced in September 2014 and will run until 2021. Govia are also responsible for the management of the station.

2.49 In November 2014, the Government awarded the new franchise for East Coast Mainline services to InterCity Railways, a consortium of Virgin Railways and Stagecoach. This franchise commenced in March 2015, operating under the name Virgin Trains East Coast, and will run until 2023.

2.50 The station is also served by First Hull Trains, an open access operator providing services to Hull. Access rights were granted until December 2016 and have now been extended.

2.51 A further open access application to run services between London Kings Cross and Edinburgh via Stevenage has been considered by the Government and a limited number of additional trains will operate.

2.52 The County Council's Rail Strategy is a 'daughter document' to the Local Transport Plan. It proposed a number of station improvements for Stevenage including:

- Generally improved passenger facilities, platforms and the taxi areas
- Widened platforms and stairways
- Better 'kiss and ride' (drop-off) facilities
- Overall improvements to interchange facilities
- Accessibility Act-compliant bus stops with Real Time Passenger Information and co-ordination with rail timetables
- Increased cycle parking
- Refurbished over-bridge

2.53 Network Rail published their business plan for 'Control Period 5' in 2013. This identifies investment for the period 2014-2019 and included a commitment to a new 'turnback' at Stevenage to allow trains on the Hertford Loop to terminate and return more quickly whilst also segregating this traffic from the ECML freeing up additional capacity.

2.54 Managing demand and increasing capacity on the network is also responsibility of Network Rail. The national infrastructure improvement programme seeks to introduce the European Rail Traffic Management System (ERTMS). This involves lineside signals being replaced with signals inside the driver's cab. It can eventually increase capacity at bottlenecks by allowing a greater frequency of trains.

2.55 Network Rail have begun work on a new route study for the East Coast Mainline. This will help to inform investment decisions for 'Control Period 6' from 2020 to 2024. This is the next investment period for which decisions have yet to be taken. Stevenage Borough Council are actively involved in shaping the route study.

2.56 Stevenage will be impacted by other (potential) large-scale investment projects. These include Thameslink and Crossrail. Stevenage has also been involved in the development of the East-West Rail project which aims to reinstate a direct rail link between Oxford and Cambridge.

Identified infrastructure schemes and requirements

2.57 A number of rail schemes are already planned and committed. The identification of future rail schemes is informed by consistent, industry-wide passenger forecasts. These include allowances for future population growth⁽⁸⁾.

8 A consistent approach is set out in the The Passenger Demand Forecasting Handbook and is recommended by DfT.

2.58 A new fifth platform is to be constructed at Stevenage Station in 2020/21. This will allow all services from the Hertford branch line to terminate at Stevenage. New track will connect the fifth platform to Langley Junction allowing Hertford Loop trains to turnback without requiring access to the ECML and deliver operational improvements.

2.59 2018 will mark the completion of both the Thameslink and Crossrail projects. At this point, Govia Thameslink services will be rerouted from Kings Cross into the Thameslink tunnels. They will call at St Pancras International and continue to the south of London, providing direct services from Stevenage to destinations including London Bridge, Gatwick Airport and Brighton. At Farringdon, there will be an interchange between Thameslink and Crossrail significantly improving connections and journey times to destinations including Canary Wharf and Heathrow Airport.

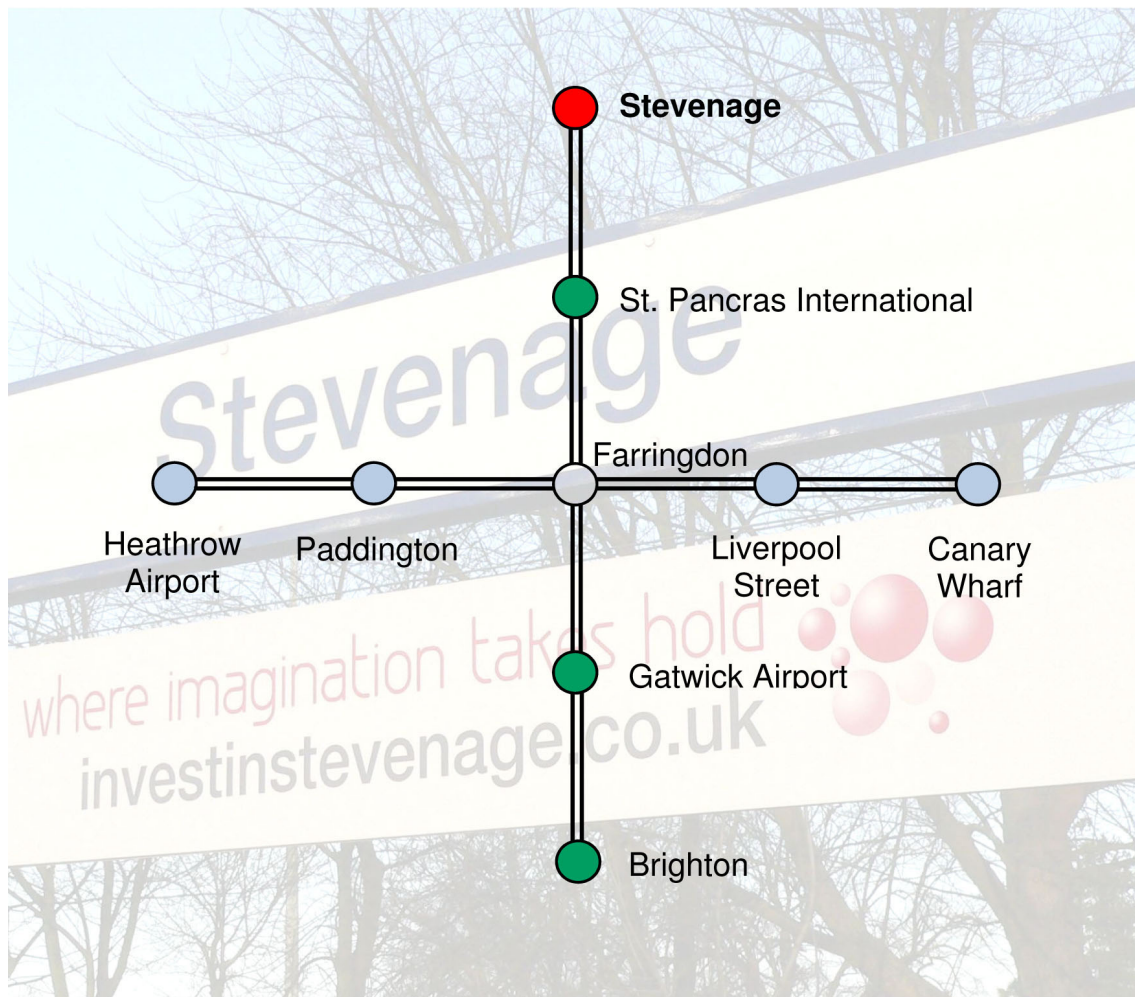
2.60 New rolling stock is due to be introduced on the Virgin Trains East Coast franchise by the end of 2018. Govia Thameslink Railway are also introducing new trains.

2.61 The line section that includes Stevenage, between London King's Cross and Doncaster, will be signalled with Level 2 ERTMS. This work is due to begin in December 2018, with completion in 2020.

2.62 All of these schemes will help to increase capacity and frequency on the network, and provide an improved service for Stevenage customers.

2.63 The Stevenage First Partnership (primarily Stevenage Borough Council, Hertfordshire County Council and Hertfordshire LEP) commissioned David Lock Associates to produce a new vision and masterplan for Stevenage Central. The Station Gateway is identified as a Major Opportunity Area, a high profile area where new investment will bring significant benefits to the town. The scheme will enable the station to have better concourse and booking facilities, a new fifth platform on the west side of the station, improvements to the pedestrian over-bridge, two passenger friendly faces, one to the town centre and another to the west and provide multi storey car parking facilities.

From 2018, Stevenage will be connected to the Thameslink network and, through the new interchange at Farringdon, Crossrail.



2.64 Plans for the central section of East-West rail are at a relatively early stage of development. However, previous options have considered a southern route option which would include a connection from Luton to Stevenage.

Funding and delivery

2.65 Cost estimates for many of these schemes have been developed as part of the plans/strategies they are taken from. These can be found in the Infrastructure Delivery Schedule towards the end of this plan. Funding will be realised from a number of sources including, but not necessarily limited to:

- Network Rail (including grants from the Department for Transport)

- Train companies
- Hertfordshire County Council, including LTP funding
- Other grant funding, including the LEP Growth Deal
- Contributions from developers and other relevant bodies

2.66 The rail industry is responsible for delivering improvements to capacity on the rail network. Funding for the fifth platform, signalling improvements and rolling stock will be realised (as appropriate) by the Department for Transport, Network Rail and the train operating companies.

2.67 Network Rail is charged with identifying improvements to the network for each control period. These are, in turn, informed by rail usage forecasts which incorporate future population projections as a matter of course. The pattern of services and specific responsibilities of franchisees are set out in the legally binding franchise agreement for each train operating company. Any further decisions that would increase capacity are commercial decisions made by private companies, such as open access operators, in response to market demand. As such, it is anticipated that any schemes to increase 'lineside' capacity would come from (a combination of) these sources and it is not expected that new development should, or would, have to contribute.

2.68 Funding has also been identified in Network Rail Control Period 5 (CP5, 2014-2019) to develop the case for the central section of East-West rail. The aim is to secure a funded scheme for delivery by 2032. The Central Section will run Bedford - Sandy - Cambridge (to the north of Stevenage with interchange to the East Coast Main Line at Sandy). This scheme is considered neither critical nor essential to the delivery of the local plan. It is a desirable scheme that has the potential to increase rail capacity and / or widen travel choices for people in the area. However, the progress of the local plan is not contingent upon its implementation.

2.69 First Capital Connect, the previous franchisee and manager of the station, invested in improvements to the station. This responsibility has now passed to Govia Thameslink who will be expected to fund relevant improvements, beyond the fifth platform scheme detailed above, as part of their franchise agreement.

2.70 Wider aspirations to redevelop the facade of the station and / or its immediate environs (including car parking) may require additional funding or contributions, either in the form of land outside of Network Rail's current ownership, additional development to cross-subsidise a scheme, grants and / or contributions from developments in and around the town. Some funding for smaller station improvement schemes ~ such as cycle parking provision ~ can be made through the Local Transport Plan or other sources such as the Local Sustainable Transport Fund.

2.71 Based on recent schemes in other locations, it is estimated that decking the station car park to provide an additional storey could cost in the region of £2,000,000.

2.72 **A total funding requirement of £68.8m has been identified for this item.**

Major road network

Lead agency

- Highways England (HE)⁽⁹⁾

Other partners

- Hertfordshire County Council (HCC)
- Borough and District Councils

Evidence base

- Highways England Delivery Plan 2015-2020, 2015
- Stevenage Borough Council Preferred Option Housing Assessment - Transport Modelling Report, 2015
- Autumn Statement, 2014
- London to Leeds (East) Route Strategy Evidence Report, 2014
- Refresh of Hertfordshire Infrastructure and Investment Strategy, 2013
- Stevenage Local Plan Model Testing, 2013
- Local Transport Plan 2011-2031, 2011
- Stevenage Urban Transport Plan, 2010
- Hertfordshire Infrastructure and Investment Strategy, 2009
- Hertfordshire Infrastructure and Investment Strategy Transport Technical Report, 2009

Background

2.73 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 Junction 8 to the north.

2.74 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.

2.75 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.

9 Formerly the Highways Agency. Highways England came into existence on 1 April 2015. References to Highways England include any work / schemes carried out by the Highways Agency prior to this point.

2 Mobility

2.76 The future of Stevenage is closely related to the future of the A1(M). Congestion on this stretch of the motorway and the long-term need to secure additional capacity is a longstanding issue. We know that there are already times when the road struggles to cope with the amount of traffic. This is particularly the case during the morning rush hour (heading south) and the evening rush hour (heading north).



The A1(M) around Stevenage

2.77 The Borough Council are members of the A1(M) consortium, along with Highways England, Hertfordshire County Council and a number of affected local authorities in Hertfordshire. This group has been working together to identify the need for, and lobby for commitments to, improvements to the A1(M) through the whole of Hertfordshire from Junction 1 at the M25 to Junction 10 north of Baldock.

2.78 In 2012, Hertfordshire was awarded £6.2 million funding for improvements to Junction 6 of the northbound A1(M) at Welwyn. The new road layout was implemented in March 2015. The second phase of works to install overhead signs was completed in June 2015. This scheme improved traffic flow, but did not increase capacity.

2.79 The Hertfordshire Infrastructure and Investment Strategy (HIIS) recognises that the A1(M) is congested, particularly between Junctions 6 and 7 in both directions.

2.80 In March 2014, the Hertfordshire Local Enterprise Partnership (Herts LEP) released its Strategic Economic Plan. This sought Government investment for Junctions 6 to 8. The subsequent Growth Deal in July 2014 included £3.8m of funding for an A1(M) transport package, though this principally relates to schemes that promote alternative modes (see Passenger Transport) or address issues on the non-strategic network (see Minor roads).

2.81 In April 2014, Highways England published their route based strategy for this section of the A1(M)⁽¹⁰⁾. This identified:

- Annual average daily traffic flows (one-way) of approximately 40,000 vehicles around Stevenage;
- That the section between Junction 6 at Welwyn and Junction 7 at Stevenage was one of the ten least reliable links on the 170-mile stretch of the A1 between the M25 and the junction with the M1 east of Leeds;
- That the section between Junctions 6 and 8 could be described as "being reliably and heavily congested during peak periods";
- The lowest speeds are routinely experienced northbound on the A1(M) between Welwyn and Stevenage and are less than 40mph during peak periods;
- That significant housing and jobs growth will not be achievable without additional capacity in the corridor between junctions 6 and 8;
- The motorway around Stevenage includes two locations that are within the top 125 for collisions measured nationally;

2.82 In December 2014, the Chancellor of the Exchequer's Autumn Statement included a new Roads Investment Strategy. This contains a commitment of £15bn to improve the national road network.

2.83 In March 2015, Highways England released their Delivery Plan for the period 2015-2020⁽¹¹⁾. This sets out the next steps for currently identified road schemes.

Identified infrastructure schemes and requirements

2.84 Transport modelling was carried out for the first consultation on the Local Plan in 2013. This highlighted that:

"...there is a significant amount of stress on the link capacity of the A1(M) between J6 – J8, suggesting that some form of widening or increase in carriageway capacity would be required...regardless of the Local Plan growth proposals...from the Highways Agency review of the model it is clear that the link section between J6– J8 of the A1(M) is coming under significant pressure"⁽¹²⁾.

2.85 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". This makes improvements to the A1(M) an essential infrastructure improvement.

10 Contained in the London to Leeds (East) Route Strategy Evidence Report, <https://www.gov.uk/government/publications/route-based-strategies-evidence-reports> (accessed December 2014)

11 Highways England Delivery Plan 2015-2020, <https://www.gov.uk/government/publications/highways-england-delivery-plan-2015-2020> (accessed May 2015)

12 *Stevenage Local Plan Model Testing, 2013*

2.86 In terms of widening the A1(M), Highways England previously investigated a scheme to widen J6 - J7 southbound. It was considered that widening the A1(M) between Junctions 6 and 7 in both directions, currently the greatest bottleneck on the A1(M) that affects Stevenage), would release capacity for around 4,500 new homes from 2011. Further widening of Junctions 7-8 would support housing levels above this.

2.87 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

2.88 These schemes are identified under a 'Do Minimum' scenario⁽¹³⁾. A review of previous modelling runs also shows that these schemes recur under other potential development scenarios that have been tested in recent years. The requirement for these is almost certainly triggered by background growth in traffic alone, albeit that future development then utilises the additional capacity generated by the schemes.

2.89 The Road Investment Strategy announced 15 new schemes for the East of England. This includes the upgrading of the A1(M) between junctions 6 and junction 8 to SMART motorway. This would use the existing hard shoulder to create a third running lane. Highways England's delivery plan states that further work to develop the SMART motorway scheme will begin in 2015/16. This is expected to take between a year and 18 months to complete.

2.90 Until a scheme has been developed and modelled, it is not possible to definitively state how much (additional) capacity it will create. It is recognised that the scheme is, at least in part, to address existing issues. However, Highways England's general expectation is that any scheme should take account of growth proposals across the wider area and be 'future proofed' for a number of years. Once delivered, a scheme should not require further intervention for at least five years. Based on a proposed construction start date of 2020, it is therefore currently assumed that a SMART Motorway scheme would be capable of supporting growth until around 2026. This would include proposals from both Stevenage and other nearby authorities whose proposals would contribute to traffic levels on the A1(M).

2.91 Highways England are currently developing a longer-term strategy for the A1 / A1(M) from London to Peterborough that will consider interventions that bring the route as a whole up to modern standards.

13 This includes around 3,500 new homes since 2008 out of a total of around 26,000 tested across North Hertfordshire and Stevenage

Funding and delivery

2.92 The 2014 Autumn Statement announcement represents a commitment to centrally fund and deliver improvements to the main carriageway. The annexes to the Road Investment Strategy place each committed project into a cost bracket⁽¹⁴⁾. A bracket of £50m-£100m is identified for A1(M) widening. The investment period runs from 2015/16 - 2020/21. This project is expected to start late in this period.

2.93 Highways England have confirmed that the announcement provides for the whole cost of a 'smart motorway' scheme between Junctions 6 and 8. It will not rely on additional contributions from developers or other funding streams.

2.94 Upgrades to the slip roads may ultimately be required and / or delivered as part of this scheme. Any additional works required to support long-term growth proposals that require additional capacity beyond that delivered by the SMART motorway scheme may require additional funding. This will become clear as detailed design work is carried out. In the interim, any standalone proposals for the slip roads should ensure compatibility with a (future) smart motorway scheme on the main carriageway.

2.95 Previous transport modelling work provided a cost estimate of £8m to deliver the necessary improvements to Junction 7 of the A1(M). Due to the overlap with on-going work to develop schemes by Highways England, the latest round of transport modelling for Stevenage and North Hertfordshire did not develop detailed schemes or costs. In the absence of alternative information, an estimated cost of £8m per junction for improvements has been included in the Infrastructure Delivery Schedule.

2.96 For any additional works, Highways England would seek to draw on contributions from a wide range of developments across a large area. However, it is also recognised that the likely costs of any such scheme(s) could exceed that which could be supported by new development alone and further funding may be required from either local sources such as the LEP / Local Transport Board settlements or central Government.

2.97 Based on current information, and in the absence of detailed design and modelling, **a funding requirement of £16m is currently identified for this item.** In doing so, it is acknowledged that this figure may change in future iterations of this IDP and / or as any future charging schedule (or similar) is developed. The Council will continue to liaise with Highways England as the precise scope and design of the SMART motorway scheme is developed.

14 <https://www.gov.uk/government/publications/road-investment-strategy-plans-summary-of-assumptions> (accessed December 2014)

Minor road network

Lead agency

- Hertfordshire County Council - Hertfordshire Highways

Evidence base

- Stevenage Mobility Strategy, January 2017
- Hertfordshire County Council Transport Vision 2050, August 2016
- Local Transport Plan, 2011-2031
- Stevenage Urban Transport Plan, 2010
- Refresh of HGIS, 2013
- Hertfordshire Infrastructure and Investment Strategy, 2009
- Inter-Urban Route Strategy, 2013
- Inter-Urban Route Study, 2012
- Road Safety Strategy, 2011
- SBC Local Plan - Paramics Support: Supplementary Paramics Modelling Overview, January 2017
- Stevenage Local Plan Initial Transport Modelling Evidence, December 2016
- Stevenage Town Centre Model S Paramics Model Forecasting Report, August 2016
- Stevenage Borough Council Preferred Option Housing Assessment - Transport Modelling Report, 2015
- Stevenage Local Plan Model Testing, 2013

Background

2.98 Beyond the A1(M), there is an extensive urban road network within the town which is managed by Hertfordshire County Council as 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.

2.99 The main route through the town is the A602. This connects Hitchin to the A10 at Ware. The A602 currently routes to the west of the Old Town High Street and past the 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.

2.100 An urban transport plan (UTP) for Stevenage was prepared in 2010. It is important to note that the UTP was based on the strategy for Stevenage and North Hertfordshire set out in the former East of England Plan. This included significant urban extensions to the town and higher housing targets than those which are currently being considered.

2.101 Hertfordshire County Council's Transport Vision 2050 identifies Stevenage as a sustainable travel town, where a Sustainable Travel Town focuses on reducing the need to travel overall and increasing 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.

2.102 The Hertfordshire Transport Vision 2050 expects a step change in uptake of sustainable modes. It also advises that it is likely that some highway capacity would need to be reallocated for use by pedestrians, cyclists and bus users. It states the benefits such as a reduction in private vehicle use for shorter trips within the towns, enhanced public realm in the town centres, and increased proportion of trips made on foot, by bicycle or by public transport, with associated benefits to public health and air quality.

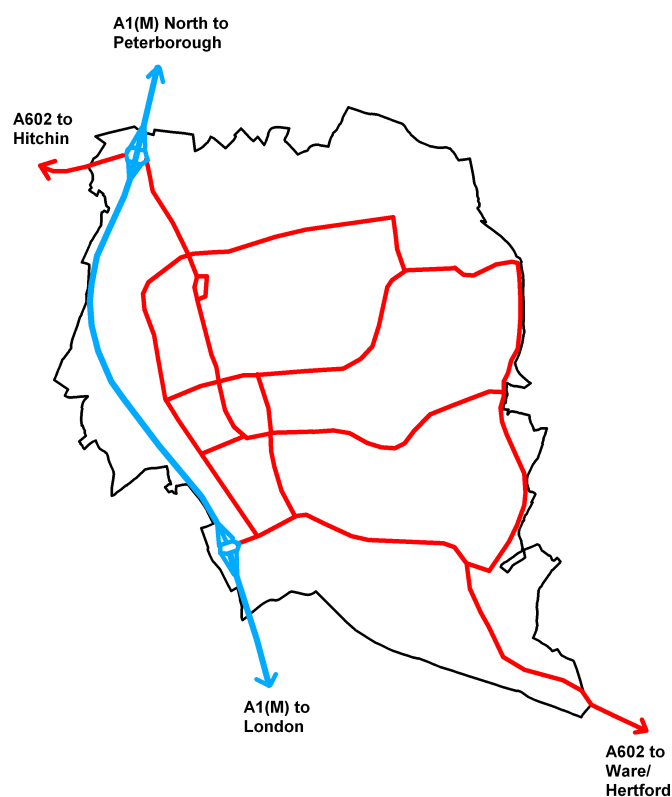
2.103 The Hertfordshire Transport Vision will be detailed in a new transport plan (LTP4) which will replace the current Local Transport Plan 3.

2.104 The Local Transport Plan (LTP3) was adopted in 2011. 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.

2.105 An Inter-Urban Route Study was completed in 2012. This, in turn, informed the Inter-Urban Route Strategy (IURS) which was finalised in 2013. This is a daughter document to LTP3 and identifies potential improvements along key transport corridors in Hertfordshire for the period to 2017.

2.106 Stevenage lies within two of the identified corridors:

- Potters Bar to Letchworth Garden City - a predominantly south to north corridor focused along the A1(M) but also taking in other routes including the old Great North Road (B197). This connects Stevenage to Knebworth, Woolmer Green and Welwyn to the south. It runs north from the Old Town to Graveley and Baldock.
- Letchworth Garden City to Ware - a predominantly north-west to south-east corridor principally focused upon the A602 from Hitchin, through Stevenage to the A10 at Ware.



Picture 2 Stevenage major road network

2.107 Hertfordshire has a single, county-wide LEP. The LTB boundary is therefore coterminous with the county's administrative boundary. The LTB has been awarded a funding allocation of £18.5m for the period 2015-2019.

2.108 The Stevenage Mobility Strategy, January 2017, in line with national planning policy, is based upon the assumption that as growth proceeds, the balance of mobility shifts away from driving cars and towards mobility through technology (virtual mobility), active travel (walking and cycling), public transport and car-pooling (sharing journeys).

2.109 The Stevenage Borough Council Strategy is to support and encourage increasing Mobility by sustainable and inclusive modes. It is to support a mode shift over time from car driver to more space efficient, socially inclusive and less polluting forms of Mobility, and not simply to supply extra road capacity for the benefit of car borne commuters in peak periods.

2.110 In this respect, Stevenage Borough Council fully embraces national planning policy and promotes a strategy that is consistent with the 'Hertfordshire Transport Vision'.

2.111 Stevenage Borough Council's strategy is to design for and prioritise Mobility as a whole. It is to create even more attractive choices for movement than already exists, committing funds to physical improvements to the high capacity cycle network [which can be seven times more effective

in terms of unit road space compared with car use], invest in public transport and significantly influence behavioural change by enhanced funding of new measures to promote and use the mobility options that already exist and will be improved.

2.112 For the highway network, the strategy is to prioritise delivery of the overall mobility network. In some cases, that might mean reallocation of road space between modes, and junction or road improvements.

2.113 A number of transport modelling runs have been commissioned by Hertfordshire County Council, Stevenage Borough Council and Stevenage Borough Council and North Hertfordshire District Council, to inform Stevenage Borough Local Plan as it has progressed to submission stage.

2.114 In order to provide comfort that the transport effects of the Local Plan can be adequately mitigated by designing and prioritising for Mobility as a whole, the Council commissioned Stevenage Borough Local Plan Supplementary Paramics Modelling Overview, Vectos Mircosim, January 2017. This comprises further Paramics modelling to inform the Stevenage Borough Local Plan and this Infrastructure Delivery Plan.

2.115 The transport modelling has assisted Stevenage Borough Council in reappraising the need for transport improvements, taking an approach which is more consistent with government policy to prioritise improvements. The approach is to prioritise active travel (walking and cycling), public transport and other sustainable modes of travel. The priority is on measures which are more effective at accommodating likely travel demand and at mitigating the effects of development growth.

2.116 Earlier transport modelling to support the development of the Local Plan is as follows:

- Stevenage Borough Local Plan Initial Transport Modelling Evidence, AECOM, December 2016
- Stevenage Town Centre Model S-Paramics Forecasting Report, AECOM, August 2016
- Stevenage Borough Council Preferred Option Housing Assessment - Transport Modelling Report, AECOM, February 2015
- Stevenage Local Plan Model Testing, AECOM, May 2013

Identified transport schemes and requirements

2.117 The IURS identified a number of key junctions within Stevenage suffering from congestion. The section of the A602 at the south-east of the town was identified as having insufficient carriageway capacity to meet demand. Four potential projects were identified:

- A602 corridor improvements (identified in LTP3);
- Re-signing through traffic on the A602 to avoid the town centre;
- Signing northbound traffic for Stevenage town centre from Junction 7 of the A1(M); and
- Improvements at A1(M) Junction 8 to separate through traffic.

2.118 The A602 corridor programme would deliver improvements at eight junctions on the A602 between the south-east of Stevenage and Ware. This is in response to congestion and sub-standard journey times. The improvements include the Broadhall Way / Hertford Road roundabout at the south-east of the Borough. The overall cost is estimated at £19.4m. It is estimated that this scheme will provide some additional capacity along the route that will address existing issues and meet future growth until 2024. Beyond this point, traffic levels and congestion on the route require a further improvement to capacity.

2.119 The remaining schemes from the IURS within Stevenage are effectively aspirations that will deliver improvements against key LTP indicators and / or remedy pre-existing problems. They are not schemes that have been identified as necessary for future development to occur. They are not being proceeded at the current time.

2.120 Some new developments will require localised improvements such as junction improvements or minor links roads.

2.121 In terms of major sites in and around Stevenage:

- The land to the west of Stevenage (within the Borough boundary) can be accessed using existing routes under the motorway at Bessemer Drive and Meadway. Beyond any minor modifications or upgrades ~ such as signalling the Meadway junction ~ this scheme does not in itself necessitate any major new schemes;
- The land to the north of Stevenage has a frontage onto the B197 North Road and no major highway works are envisaged beyond those which will be secured through legal agreements;
- The sites to the south-east of Stevenage will require the creation of a new access from the A602, consistent with the Mobility Strategy. This can be delivered within existing public land ownership. Work to date has assumed a cost of £1m; while
- Sites within the town centre will utilise the existing road network, albeit that alterations to the road network ~ especially on Lytton Way around the station ~ are being considered to deliver wider regeneration benefits.
- Any such schemes will be identified through pre-application negotiations with the highway authority and Stevenage Borough Council / or Transport Assessments submitted alongside planning applications.

Funding and delivery

2.122 Funding for these schemes will be realised from a number of sources. Approximate costings for most of the schemes identified are included within the relevant plans or strategies. These are detailed, where possible, within the Delivery Schedule towards the end of this plan.

2.123 The A602 corridor improvements scheme is one of two LTB priority schemes currently being progressed. In October 2014, the Local Transport Body approved a package of £19.4m to implement the proposals. This represents full funding for the scheme and has been secured from a combination of the LTB funding allocation and the LEP Growth Deal. The County Council will

seek planning permission in 2016. Subject to this, construction would begin in 2017 with scheme completion in 2019. No further contributions towards this scheme will be required from new development.

2.124 The other schemes in the Inter Urban Route Strategy have a combined indicative cost of £20.2m.

2.125 Hertfordshire County Council, as the local transport and highway authority, allocates regular funding to implement schemes that have been identified within the local transport plans. Therefore, it is anticipated that much of the money for schemes required to improve transport links for the existing population and / or from background growth in traffic will come from their budget.

2.126 The most appropriate approach to the highway network around the town centre is still being considered. No definitive costs or funding have been identified. However, it is anticipated that any scheme(s) could draw, at least in part, upon the LEP Growth deal which contains a specific funding stream to help deliver the regeneration of Stevenage town centre.

2.127 **A funding requirement of £44.1m has been identified for this item.**

3 Education

Free early education and childcare provision

Lead agency

- Hertfordshire County Council

Evidence base

- Liaison with Hertfordshire County Council
- Meeting the Rising Demand for School Places, HCC, 2009
- Childcare Sufficiency Report, Hertfordshire County Council April 2015

Background

3.1 HCC have a number of statutory obligations in terms of early education and childcare provision. Section 6 of the Childcare Act 2006 places a duty on all local authorities to secure sufficient childcare for working parents or parents who are studying or training for employment for children aged 0-14 (19 for disabled children). HCC also has a statutory responsibility to provide universal Free Early Education (FEE) for 3 and 4 year olds.

3.2 These young children are entitled to 15 hours provision per week. Since September 2013 the county council also has a statutory responsibility to provide 15 hours FEE to eligible 2-year old children across Hertfordshire.

3.3 Local authorities also have a statutory duty to ensure there are sufficient children's centres, so far as reasonably practicable, to meet local need. Each centre should provide for 800 children (0-5 years). These provide 'one-stop shop' integrated facilities for parents and children of 0-14 year olds, including childcare, early years, health and parenting services.

3.4 There are 6 such centres in Stevenage Borough Council area, which serve a defined geographical area. Stevenage is divided into 6 Children's Centre Areas, which are numbered S1 to S6. Centre NH9 is located in Great Ashby. These provide a range of early year's services. In 2014, following a competitive exercise, the centres were arranged into 'groups' and contracts awarded to lead agencies. These commenced on 1 April 2015 for a three-year period. Stevenage has been split into two clusters.

3.5 Five of the six Children's Centre Areas in Stevenage fall into the 30% most disadvantaged within the County. Three of these areas also fall into the ten most disadvantaged communities in the County. As the 2 year old free early education scheme is only available for disadvantaged children, this indicates that the need for these places will be higher in these areas than the rest of the County.

3.6 Consequently demand for these services is forecast to increase, over and above pressures that will arise simply from the rising population of young children in the county. Provision for these services may be within schools, preschools and day nurseries and out of school clubs which can run either from school locations or other community facilities. It can be provided in the maintained (school / public) or the PVI (private, voluntary and independent) sectors.

3.7 The county council RAG (Red, Amber Green) system rates the sufficiency levels for 2, 3, and 4 free early education places in all Children's Centre Areas:

- Green = Sufficient Places Available (Provision largely matches families needs)
- Amber = Near Sufficient Places Available (A gap exists which may give families difficulties in accessing provision)
- Red = Insufficient Places Available (A gap exists which may prevent families from accessing provision)

3.8 The latest information held by Hertfordshire County Council in the boroughs six children's centre areas is shown in the table below

3.9 The rating for any area can quickly change for example, a preschool or nursery was to reduce the number of children it could accommodate or if a preschool or nursery were to close. 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.

Group	Number	Children's Centre Area	Children's centres lead Agency	Surplus / deficiency of places for 2-4 year old FEE and rating	Childcare Places 0-2
Stevenage North	NH9	Strawberry Fields Children's Centre (Great Ashby and Graveley)	Woolenwick Junior School	-61 Green	Green
	S1	Bridge Road Children's Centre (Old Town and Symonds Green)		+14 Green	Red
	S2	St Nicholas and Martins Wood Children's Centre		-52 Green	Red
Stevenage South	S3	Bedwell Children's Centre	Shepalbury Meadow Federation	-63 Green	Red
	S4	Chells and Manor Children's Centre		-41 Green	Red
	S5	Shephall Children's Centre		-115 Green	Red

3 Education

Group	Number	Children's Centre Area	Children's centres lead Agency	Surplus / deficiency of places for 2-4 year old FEE and rating	Childcare Places 0-2
	S6	Broadwater Children's Centre		+31 Green	Green

Table 3 Children's Centre area ratings

Identified infrastructure requirements

3.10 Additional early education provision will be required in those areas identified as insufficient (red), or near sufficient (amber) to support housing growth options. Dependent on the scale of growth proposed, additional provision may also be required in areas which are currently considered sufficient.

3.11 There is already a significant shortfall in early education places in four areas - S2, S3, S4 and S5. However, local knowledge suggests that parents are finding places for their children even if the actual data suggests there could be a problem. All of these areas have therefore been rated that they can cope with current demand. However, pressure would increase if more housing was developed.

3.12 The primary school requirements require some guide as to possible future requirements. However, in some instances, school nursery classes can have bigger intakes than the numbers subsequently admitted into reception whilst a proportion of provision is made in the PVI sector and it may be reasonable to anticipate this sector expanding to meet some of the future demand. Some maintained nurseries may wish to make provision on a more flexible basis, or provide additional hours beyond the statutory minimum on a commercial basis, in the future in response to changing patterns of demand.

3.13 HCC does not use yields to estimate requirements as they do for school places (see subsequent sections). This is, in part, due to the factors above and the fact that pre-school education is not compulsory meaning some children simply remain at home until reaching Reception age.

3.14 Population projections suggest that the total number of under 5s in Stevenage will increase by a maximum of around 300 children (5%) over the plan period (net). The number of children entitled to FEE for 3 and 4-year olds is projected to increase by a maximum of 100.

3.15 Based on target levels of children's centre provision this would not be sufficient to support an additional centre though this does not take into account the underprovision which currently exists or the geographical configuration of centres compared to the proposed distribution of growth.

3.16 Across the town, there is an approximate ratio of 1 children's centre per 1,000 under fives. This compares to a target of 1:800. It is therefore reasonable to assume that future growth will, in combination with existing deficits, lead to the provision of at least one additional children's centre.

3.17 Nursery provision will usually be sought as part of the on-site provision where new primary schools are to be provided (see following section).

Associated costs and alternative funding mechanisms

3.18 The cost of new maintained nursery provision is subsumed within the overall costs identified for new primary school provision set out in the following section.

3.19 Having reviewed a number of cases, it is considered prudent to make an allowance of £1m for the provision of a new build children's centre, recognising that dependent on location it may be possible to site it in an existing premises and / or co-locate it with other community uses, either of which could result in lower costs. **A funding requirement of £1m for this item has been identified.**

Schools

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

3.21 A number of schools in Hertfordshire now operate outside of the County Councils 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.

3.22 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.

3.23 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.

3.24 In the case of existing, local-authority controlled schools, the County Council uses its resources to meet demands 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.

3.25 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 Hertfordshire County Council
- Meeting the Rising Demand for School Places: Primary, Hertfordshire County Council

Background

3.26 Hertfordshire County Council use School Planning Areas (SPAs) to determine future requirements for education provision. These are subdivisions of the county though they do not necessarily correspond to Local Authority administrative boundaries.

3.27 Stevenage lies within the Stevenage SPA. It includes the whole of the Borough plus a number of outlying parishes in North Hertfordshire and East Hertfordshire's administrative areas including Aston, Benington, Graveley, Knebworth and Walkern.

3.28 There is the equivalent of 29 primary schools within the Stevenage SPA⁽¹⁵⁾. Of these:

- 21 are within Stevenage Borough's administrative boundary. Of which
 - 18 are local-authority controlled;
 - 3 are voluntary aided ~ St Nicholas, Saint Vincent de Paul and St Margaret Clitherow; and
 - 0 are academies or free schools
- 8 are outside the Borough boundary. Of these:
 - Round Diamond School is located adjacent to the administrative boundary within the Great Ashby development that forms part of the town; while
 - The remainder serve the outlying villages and parishes

3.29 Hertfordshire has experienced a significant rise in the demand for primary places across the County in recent years and in line with the picture nationally. More information is available in the Meeting the Rising Demand Document⁽¹⁶⁾.

15 There are 32 schools for primary-aged children. 26 of these operate as primary schools, making provision from Reception to Year 6. There are three paired infant (Reception to Year 2) / junior (Year 3 to Year 6) schools: Woolenwick Nursery & Infant and Woolenwick Junior; Giles Infant and Giles Junior and Letchmore Road Infant and Almond Hill Junior. Peartree Spring operated on this basis until September 2014.

16 <http://www.hertfordshire.gov.uk/services/edlearn/aboutstatesch/risingdemand/>

3.30 Hertfordshire County Council produce forecasts every six months for both reception and year 7 demand. At a primary level the forecast is four years ahead and at secondary level the forecast is ten years into the future. The forecasts are based on actual data of 0-5 year olds in an area, historic pupil movement as well as an assumed pupil yield from new housing developments. The forecasts also take into account an assumed housing growth trajectory for the longer term provided by the Borough Council.

3.31 The latest forecasts for admissions into reception and year 7 do not include any margin. HCC would normally plan a surplus of 5 to 10% across an area to allow for fluctuations in forecast demand.

3.32 Further information on the methodology around pupil forecasts can be found on Hertfordshire County Council's website⁽¹⁷⁾.

3.33 Short-term primary school provision will normally be delivered in one of two different forms:

- **Temporary provision:** in the short term to cater for known or forecast increased demand. This allows for an assessment of the unfolding situation. If it is determined that more permanent provision will be required appropriate arrangements can be made.
- **Permanent expansion:** either following temporary provision or where it can be planned to be completed in time to meet demand. This would only be on existing school sites where a solution for a specific area has been agreed and where there is some certainty of longer term need.

3.34 Permanent expansion by 1FE was made at Fairlands Primary and Martins Wood Primary in 2012 and Letchmore Infant and Giles Infant schools in 2014⁽¹⁸⁾.

3.35 Hertfordshire County Council has provided estimates of long-term education requirements based on a schedule of potential development sites provided by the Borough Council.

Identified infrastructure schemes and requirements

3.36 Stevenage North West, Stevenage North East A and Stevenage North East B are collectively known as Stevenage Town North within the Meeting the Rising Demand for School Places document. The current forecast for the Stevenage Town North area suggests there is no short-term requirement for additional provision. Planned changes to capacity for 2017 comprise; the permanent enlargement for Almond Hill Juniors by 1FE (30 places) to 3FE, subject to planning permission following enlargement of its linked infant school in 2014 and; the permanent enlargement of Giles Juniors by 1FE (30 places) to 3FE following the enlargement of its linked junior school in 2014.

17 at <http://www.hertfordshire.gov.uk/services/edlearn/aboutstatesch/planning/>

18 In the case of the latter two, a commensurate increase will be made at the associated junior schools from 2017

3.37 Within the Stevenage South-East area the current short-term forecast identifies there are sufficient school spaces. The expansion of Roebuck school has provided the required school places. These forecasts run to 2018/19 and are based upon actual children using birth and GP registration data.

Primary Planning Area	Actuals	2015/16	2016/17	2017/18	2018/19
Stevenage North West					
Number of reception places available	421	421	421	421	421
Demand	417	442	378	386	401
Surplus / shortage	+4	-21	+43	+35	+20
FE equivalent		0.0	0.0	+2.4	+3.1
Stevenage North East A					
Number of reception places available	345	345	345	345	345
Demand	321	334	333	301	326
Surplus / shortage	+24	+11	+12	+44	+19
FE equivalent		+0.4	+0.4	+1.5	+0.6
Stevenage North East B					
Number of reception places available	165	165	165	165	165
Demand	163	156	198	181	177
Surplus / shortage	+2	+9	-33	-16	-12
FE equivalent		0.3	-1.1	-0.5	-0.4
Stevenage South East					
Number of reception places available	360	360	360	360	360
Demand	323	333	342	331	292
Surplus / shortage		+27	+18	+29	+68
FE equivalent		+0.9	+0.6	+1.0	+2.3

Table 4 Current HCC short-term pupil forecasts by school planning area

3.38 In terms of determining longer-term requirements to meet local plan proposals, Hertfordshire County Council have historically projected future requirements by using ratios for different units sizes. These are set out in the table below.

No of bedrooms	Primary pupil yield per 1,000 units
Unknown	251
1-bed	10

3 Education

No of bedrooms	Primary pupil yield per 1,000 units
2-bed	61
3-bed	245
4-bed	348
5-bed	542

Table 5 Pupil yield assumptions used in HCC forecasts

3.39 Hertfordshire County Council acknowledge that this approach has resulted in anticipated yields significantly below those actually realised and are in the process of reviewing the ratios. In the interim, Hertfordshire County Council make an initial assessment of future requirements by applying a ratio of 1FE per 500 dwellings. So a development of 1000 homes, for example, is likely to create the need for 2FE. This ratio will meet anticipated demand 97.5% of the time. This approach is applied county-wide.

3.40 There can be certain exceptions to this. The yield from mainly flatted developments, such as sites in and around the town centre, is anticipated at a lower ratio of 1FE per 850 dwellings.

3.41 On this basis, the County Council has identified a requirement for between 10.7FE and 15.6FE of future capacity across the Stevenage PPA to accommodate future development proposals in emerging local plans. Of this, between 7.8FE and 10.5FE is anticipated from sites within the Borough boundary. In both instances, the initial assumption is for provision at the upper end of this range⁽¹⁹⁾.

3.42 This, in concert with the proposals already implemented, would result in the provision of approximately 3,000 additional primary school places within Stevenage Borough over the plan period. It is worth setting this in the context of

1. The 2012-based population projections for the Borough which anticipate a maximum increase of approximately 1,500 primary school aged pupils in the same timeframe; and
2. The previous pupil yield approach outlined above which would suggest a requirement for approximately 1,900 additional places between 2011 and 2031⁽²⁰⁾.

3.43 The lower numbers are perhaps a more realistic basis for future provision, not least because the 2012-based projections are the primary driver of the housing number tested in this IDP. It also better reflects the fact that 'peak demand' from each future development site will not arise simultaneously as development will be distributed across the period to 2031. Notwithstanding this, the upper end of the Hertfordshire County Council forecasts is used in this iteration of the IDP as

19 This incorporates this 1:850 ratio for town centre sites and 1:500 ratio for all other sites. The estimates are based upon the provision of approximately 6,600 additional homes 2014-2031 and excludes approximately 1,000 homes completed or granted planning permission at 1 April 2014 for which s106 contributions will already have been secured

20 Consisting of school expansions committed or completed since 2011 plus approximately 800 additional pupils from future development within the Borough.

a 'worst-case' scenario. The Borough Council will continue to work with Hertfordshire County Council to clarify the likely future requirements arising from future development in the Borough. This will consider:

- Refined estimates of likely pupil yields arising from schemes as further information on tenure and unit mix is made available through (pre-)application processes;
- A consideration of the interrelationship between sites and school catchments in terms of phasing; and
- The likely demand from within the existing town beyond the four-year time horizons of current forecasting methods. Any decline in demand from within the existing town could be 'netted off' against the gross requirements arising from new developments.

3.44 For the largest sites, it is intended that new school provision will be made on-site as part of the legal obligations placed upon a scheme. Based on the schedule of sites provided by the Borough Council and Hertfordshire County Council's analysis, new school provision will be required:

- North of Stevenage;
- West of Stevenage; and
- In the town centre⁽²¹⁾.

3.45 It is anticipated that the majority of the remaining provision can be met through the expansion of existing schools. Previous feasibility work by Hertfordshire County Council has, over time, assessed the expansion potential of all existing school sites in Stevenage. This is summarised below. It can be seen that, in total, up to 8.5FE of additional capacity could be realised within the Borough subject to additional feasibility investigations and planning. An additional 1FE could be realised on sites outside of, but close to, the Borough.

3.46 Between new school provision and the expansion of existing premises, there is clearly sufficient potential to accommodate future primary school requirements arising from within the Borough. The Borough Council, County Council and North Hertfordshire District Council⁽²²⁾ are involved in on-going discussions to clarify future requirements and determine the best spatial distribution of this provision across the town.

Funding and delivery

3.47 Roebuck School was expanded from September 2015.

21 Though the requirement for this arises from the cumulative impact of a number of individual sites, rather than a single scheme while the historic ratios used by HCC suggest a significantly lower pupil yield equivalent to just 0.5 FE

22 Who currently propose the development of 1,857 homes on sites on the edge of the town as well as other sites outside of Stevenage, but within the PPA

3 Education

School	Current capacity	Expansion potential	Comments
Ashtree Primary	2FE	+1FE	Requires Multi-Use Games Area (MUGA) or access to detached playing fields.
Bedwell Primary	1.5FE	+0.5FE	Originally a 2FE school. Reversion to that based upon re-use / internal alterations.
Broom Barns Primary	1FE	+1FE	May be potential to expand from 1FE.
Camps Hill Primary	2FE	+1FE	Would require MUGA or access to detached playing fields and highways mitigation measures.
Fairlands Primary	3FE	None	School expanded in 2012 to maximum capacity.
Featherstone Wood Primary	1FE	+1FE	School buildings originally built as 2FE and could return to this capacity.
Giles Infants and Junior	3FE	None	School expanded in 2014, no further expansion potential.
Graveley Primary	0.5FE	+0.5FE	School on constrained site, additional land may be required to support enlargement.
Letchmore Infant and Almond Hill Junior	3FE	None	Infants school expanded in 2014, Junior school soon to be subject to planning application to increase capacity to 3FE from September 2017.
Lodge Farm Primary	2FE	+1FE	Expanded to 2FE from September 2012, would require additional playing fields for any further expansion.
Longmeadow Primary	2FE	+1FE	Site is adjacent to Shephalbury Park Primary and unlikely that expansion of both schools could be realised.
Martins Wood Primary	3FE	None	School expanded in 2012, no further expansion potential.
Moss Bury Primary	1.5FE	+0.5FE	There is scope for school to accommodate expansion. On-site drop off likely to be required.
Peartree Spring Primary	3FE	None	No further expansion potential.
Roebuck Primary	2FE	None	School expanded from September 2015, no further expansion potential.

School	Current capacity	Expansion potential	Comments
Round Diamond Primary	2FE	+0.5FE	May be expandable in property terms, but there are education considerations around a 2.5FE school.
Shephalbury Park Primary	1FE	+1FE	School site is large enough but there are potential access issues. Note that the site is adjacent to Longmeadow Primary and unlikely that expansion of both schools could be realised.
St Margaret Clitherow RC Primary	1FE	None	Constrained site.
St Nicholas C of E Primary	1FE	None	No expansion potential.
St Vincent de Paul RC Primary	2FE	None	No expansion potential.
The Leys Primary and Nursery	2.5FE	+0.5FE	Expansion potential by 0.5 FE.
Trotts Hill Primary and Nursery	1FE	+1FE	Existing site is too small, but expansion could be achieved by using the adjoining land, subject to relocation of existing use.
Woolenwick Infants and Junior	2FE	None	No expansion potential.
Potential Total Capacity		+8.5FE*	*Total excludes Graveley and Round Diamond Primary schools which are outside the Borough. Allows for a total of +1FE across combined Longmeadow and Shephalbury Primary School sites

Table 6 Stevenage Primary Schools - Potential Site Capacity identified by Hertfordshire County Council

3 Education

3.48 For additional demand arising from within the existing population⁽²³⁾, some funding for school expansions has been received by the County Council through section 106 agreements. This will be used to contribute to the cost of necessary expansions. However, it is likely that some County Council money will need to be used.

3.49 There is also a central government funding stream for providing additional pupil places, referred to as 'Basic Need'. The Department for Education calculate this based on an assessment of demand for additional places, which varies from year to year.

3.50 Costs for additional provision arising from future development sites will vary depending on whether a school is being extended or built from scratch, whether any land needs to be purchased (the cost of acquiring land has not been included) and the specification/design and location. Extending existing schools may also impose a requirement to secure additional playing fields. In view of these variables for education, the costs given below should be viewed as a starting point.

3.51 A benchmark figure of £4m per 1FE additional primary school capacity is used.

3.52 On this basis, the County Council's identified requirements of between 7.8FE and 10.5FE from sites within the Borough boundary would equate to a cost range of between £31.2m and £42m. As with the forecasts above, the initial assumption is for provision at the upper end of this range.

3.53 The expectation is that this will be realised in the form of developer contributions in the form of (as appropriate)

- Land and buildings within the development site;
- Serviced land within the development site and a financial contribution equivalent to build costs
- A financial contribution towards off-site education provision.

3.54 The County Council would normally expect new developments of over 500 dwellings to provide and fund a new primary school in its entirety.

3.55 An exception to this approach arises with 'prior approval' schemes. In 2013, the Government introduced new legislation allowing offices to be converted into residential accommodation without requiring planning permission. Although such schemes are subject to a notification process, local authorities cannot levy Section 106 (or other legal) requirements against them. This could lead to an increase in pupil yields with no commensurate developer funding available.

3.56 To date, Prior Approvals exist or have been submitted that could create approximately 500 additional residential units in Stevenage. These are mainly in the town centre and Stevenage Old Town.

3.57 A funding requirement of £42m has been identified for this item.

23 Including schemes which have already been granted planning permission but are yet to be implemented or completed

Secondary schools

Lead agency

- Hertfordshire County Council

Evidence base

- Liaison with Hertfordshire County Council
- Meeting the Rising Demand for School Places: Secondary, Hertfordshire County Council⁽²⁴⁾.

Background

3.58 There are six secondary schools within Stevenage Borough's administrative area. These serve the whole of the school planning area as there are no secondary schools in the outlying villages. Of these:

- 4 are local-authority controlled: The Barclay School, Barnwell School, Marriotts School and The Nobel School⁽²⁵⁾; and
- 2 are academies: The John Henry Newman Roman Catholic School and The Thomas Alleyne School. Of these:
 - The John Henry Newman Roman Catholic School determines and makes its own admission arrangements; while
 - The Thomas Alleyne School uses HCC criteria. HCC administer allocations on behalf of the school.

3.59 The Da Vinci School of Science and Engineering is a studio school that opened in 2012 and provides education for 14-19 year olds. It is due to close in Summer 2017.

3.60 Hertfordshire County Council produce forecasts every six months for both reception and year 7 demand. At a primary level the forecast is four years ahead and at secondary level the forecast is ten years into the future. The forecasts are based on actual data of 0-5 year olds in an area, historic pupil movement as well as an assumed pupil yield from new housing developments. The forecasts also take into account an assumed housing growth trajectory for the longer term provided by the Borough Council.

3.61 The latest forecasts for admissions into reception and year 7 do not include any margin. HCC would normally plan a surplus of 5 to 10% across an area to allow for fluctuations in forecast demand.

3.62 Further information on the methodology around pupil forecasts can be found on Hertfordshire County Council's website⁽²⁶⁾.

24 <http://www.hertfordshire.gov.uk/services/edlearn/aboutstatesch/risingdemand/>

25 Though Marriotts School has voted to become an academy

26 at <http://www.hertfordshire.gov.uk/services/edlearn/aboutstatesch/planning/>

3 Education

3.63 Short-term secondary school provision will normally be delivered in one of two different forms:

- **Temporary provision:** in the short term to cater for known or forecast increased demand. This allows for an assessment of the unfolding situation. If it is determined that more permanent provision will be required appropriate arrangements can be made.
- **Permanent expansion:** either following temporary provision or where it can be planned to be completed in time to meet demand. This would only be on existing school sites where a solution for a specific area has been agreed and where there is some certainty of longer term need.

3.64 Permanent expansion has taken place at Marriotts school and The Nobel School in recent years. The Barnwell School has been expanded following the closure, and incorporation, of the former Collenswood and Heathcote schools.

3.65 Following the completions of building and reorganisation at Barnwell School, the former Collenswood School site is now vacant. This site is being retained and has capacity for 5FE.

Identified infrastructure schemes and requirements

3.66 Forecasts and admissions data show there is a current surplus of 6FE secondary provision across the Stevenage school planning area which will decline to 1.3FE by 2018/19. The current forecast indicates a shortage of places from 2019/20, peaking at 4.9FE in 2023/24. The forecast includes a broad assessment of the pupil yield from assumed new housing growth based on advice at the time of forecast production.

3.67 Based on the County Council's preferred 1FE per 500 dwellings ratio, future development within the Borough would generate a requirement for approximately 10.8FE of secondary provision over the plan period ⁽²⁷⁾.

3.68 This needs to be set against analysis of the 2012-based population projections, which shows an anticipated increase of 1,100 secondary aged (Year 7 to Year 11) pupils over the plan period within the Borough, equivalent to approximately 7FE provision. If the County Council's estimates for new development are accepted as accurate, this broadly suggests that demand from within the existing town will decline over the plan period.

3.69 The current surplus, plus the 'mothballed' former Collenswood site suggests there is capacity to meet approximately 8.5FE of additional demand from existing premises before new provision is required.

27 This excludes approximately 2,350 homes on sites that have already been built or granted planning permission within the Borough in the period to 1 October 2015

3.70 Hertfordshire County Council are in the process of developing a strategy for the plan period. The Stevenage school planning area extends beyond the Borough boundary and this exercise will take account of the likely future yields from this wider area. The strategy may include consideration of the suitability or otherwise of making new secondary school provision outside of Stevenage's administrative area to meet some or all of this need.

3.71 The Stevenage Secondary Education Need, June 2016, sets out the forecast demand for school places. It demonstrates that with a 1FE expansion at Barnwell School the rising demand from the existing community can be accommodated. The pupil yield from anticipated housing growth within Stevenage and from developments adjacent to the Stevenage administrative boundary, is likely to generate a growth of 15.7FE of secondary school provision to 2031. There is potential for a further 2.5FE growth in existing schools in Stevenage (see Stevenage Secondary Schools table below). Consequently, there is a requirement for an additional 13.2FE of secondary school places within the plan period.

3.72 Land at the former Barnwell School East site could deliver 5FE of secondary accommodation. Therefore a further 8.2FE of secondary school provision is required.

3.73 Hertfordshire County Council have identified a need for a new 8FE school site on the periphery of Stevenage, with the potential capability of being expanded to 9FE should a greater need be established during the plan period. Hertfordshire County Council commissioned Vincent and Gorbing to undertake a comparative site search to identify a suitable secondary site to meet the 8FE requirement. The Stevenage/North Hertfordshire Secondary School Site search, ⁽²⁸⁾ identifies a potential site immediately to the north of Stevenage within North Hertfordshire District Council.

3.74 This is consistent with Hertfordshire County Council's response to NHDC's most recent local plan consultation, requesting consideration is given to a new secondary school to serve demand primarily arising from the north-east of the town.

3.75 North Hertfordshire's draft plan also includes proposals to 'safeguard' land to the west of Stevenage for approximately 3,000 homes to meet the long-term development requirements of Stevenage. A development at this scale would necessitate provision of a new secondary school. Although not an issue for this current IDP / Local Plan, the interrelationship between demand from Stevenage to 2031 ~ especially from land to the west of Stevenage within the Borough boundary - and this prospective longer-term provision will need to be considered.

28 Vincent and Gorbing, July 2016

3 Education

School	Type	Current capacity	Expansion potential	Comments
The Nobel	Community	8FE	None	Current capacity at 8FE and would require additional land to expand and meet standards.
John Henry Newman RC Academy	Academy	7FE	None	Reviewed at current capacity of 7FE, this site is currently deficient on soft outdoor PE (BB103) and S77 standards. Any expansion would require additional land.
The Barclay	Community	6.5FE	0.5FE	Possible to expand to 7FE. However the school would be deficient under S77 regarding all playing fields but it would be compliant on soft outdoor PE (BB103). To expand beyond 0.5 FE it would require additional land.
Barnwell Community (combined middle and upper)	Community	9FE	1FE	The site would not be compliant on soft outdoor PE (BB103) or S77. Received HCC capital funding to expand to 10FE (29) .
Marriotts (& Lonsdale)	Community	8FE	None	Current capacity at 8FE and would require additional land to expand and meet standards.
Da Vinci Studio School of Science and Engineering	Academy	2.6FE	Not known	Current capacity at 8FE and would require additional land to expand and meet standards.
Thomas Alleyne	Community	6FE	2FE	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.
Potential Total Capacity (existing school sites)			3.5FE 2.5FE	Further feasibility required to confirm expansion potential at existing sites. Excluding 1FE at Barnwell Community.

29 Stevenage/North Hertfordshire Secondary School Site search, Vincent and Gorbng, July 2016

School	Type	Current capacity	Expansion potential	Comments
Former Barnwell East (previously Collenswood)	N/a	0FE	5FE	This site is slightly deficient at 5FE following BB103 areas and S77. It could become compliant with some all-weather surface areas.

Table 7 Stevenage Secondary Schools - Potential Site Capacity identified by Hertfordshire County Council

Funding and delivery

3.76 Costs will vary significantly depending on whether existing premises are being brought back into use, a school is being extended or new premises are built from scratch. The specification and design will also have an impact while extending existing schools may also impose a requirement to secure additional playing fields.

3.77 In view of the many variables for education, the costs below are given as an indicative starting point. The provision of 1FE additional secondary school capacity is estimated to cost £3.17 million (Secondary index base date Q1 2012 based on the provision of a new 6FE school, costing £19.02 million).

3.78 Taking into account the existing surplus of places and the HCC baseline forecast, it is currently estimated there will be a requirement to make around 8FE of additional provision to meet demand arising from development in Stevenage⁽³⁰⁾. **A cost of £25.36m is identified for this item**, recognising that this is likely to be at the top end of future requirements as the costs of bringing the former Collenswood School site back into use are likely to be lower than making new provision.

3.79 Any decision to meet future education demand arising from outside the boundary within Stevenage would result in further costs. These will need to be assessed and provided for through the plans and evidence base of North Hertfordshire and / or East Hertfordshire District Councils.

30 Subject to further work to clarify likely yields as well as the impact of the phasing of new development.

4 Health

Primary Care General Practice

Lead agencies

- NHS England
- East and North Hertfordshire Clinical Commissioning Group (CCG)

Evidence base

- Liaison with NHS England
- NHS England 5 Year Forward View

Background

4.1 The 2012 Health & Social Care Act has redefined the way in which healthcare in England is structured and delivered since it came into force on April 1st 2013. Prior to that date a single Primary Care Trust (PCT) for Hertfordshire commissioned the provision of healthcare in the county and also provided a single point of contact for those - such as local planning authorities - who wished to engage on health matters.

4.2 The new arrangements see the NHS retaining responsibility for the overall health budget and the planning, delivery and day to day operation of the NHS in England whilst in addition retaining direct responsibility for commissioning a range of primary care services from self employed providers such as GPs, dentists, optometrists and pharmacists. The NHS also provides offender healthcare and some services for members of the armed forces. It has a number of regional teams, but exists as one single organisation, NHS England, operating to a common model, under one board. The NHS England area team that covers Stevenage Borough is Midlands and East (Central Midlands) South.

4.3 All other healthcare services are now commissioned by the 211 Clinical Commissioning Groups (CCGs) operating across England, including two covering Hertfordshire. Stevenage Borough is covered by the East and North Hertfordshire Clinical Commissioning Group (ENHCCG) which also covers North Herts, East Herts, Welwyn Hatfield, and Broxbourne. The CCGs commission a wide range of hospital and community based healthcare, including district nurses; mental health and learning disability services; and urgent, emergency and elective care, much of which but not exclusively is provided in hospitals. CCGs are increasingly moving the delivery of these services out of hospitals and into the community.

4.4 CCGs are led by local clinicians (doctors and nurses) supported by administrators. ENHCCG is currently working on a co-commissioning basis with NHS England. Although ENHCCG is the responsible organisation for commissioning services in the Stevenage area, an important exception to the commissioning remit of the CCG is that of primary care contracts.

4.5 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. There is a locality group for Stevenage.

4.6 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 and infrastructure from independent contractors such as local GPs will be commissioned directly by the NHCB.

4.7 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 or similar. These are identified as secondary healthcare services and are discussed in the next section of this report.

4.8 The CCG serves over half a million people who are registered at 60 GP Practices across east and north Hertfordshire, including Stevenage. There are nine practices delivering general medical services from 13 separate sites within Stevenage. Approaching 100,000 patients are registered across these practices. This information is summarised in the table below.

Surgery / Practice	Patient registrations	Total floorspace (m ² gross)	Patients per m ²
Roebuck Surgery	6,162	278.9	22
Bedwell Surgery	6,162	410.0	15
Symonds Green Health Centre	4,350	257.0	17
King George Surgery	12,999	759.7	17
Walkern Surgery	2,662	48.9	54
Stanmore Medical Group (Stanmore Road)	13,432	553.7	24
Stanmore Medical Group (Poplars)	11,399	646.1	18
St Nicholas Health Centre	11,462	368.4	31
Canterbury Way Surgery	2,737	189.2	14
Chells Surgery	14,037	374.3	38
Manor House Surgery	5,424	188.7	29
Shephall Way Surgery (existing)	7,860	193.7	41
Marymead Surgery	4,077	278.8	15
Totals and Average	97,917	4,406.3	26

Table 8 GP Practices in Stevenage

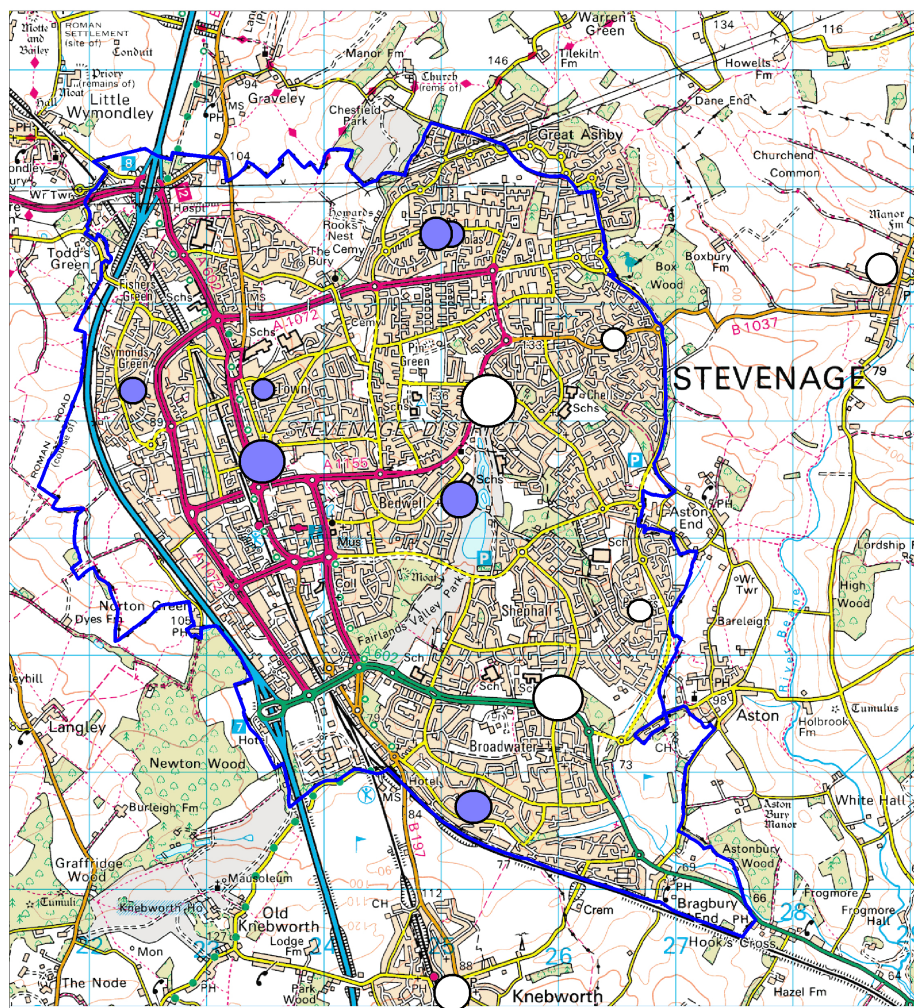
Identified infrastructure schemes and requirements

4.9 There are known capacity constraints in GP provision within the town. Practices with over 20 patients per m² 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. This will be built at the western end of the Ridlins Playing Fields. Other options to increase capacity are currently being examined, subject to funding.

4.10 The 2013 version of the IDP calculated the current capacity of GP surgeries in Stevenage using a local capacity planning tool developed for existing practices by NHS England - Midlands & East (Central Midlands) and the local Clinical Commissioning Group. This calculates the number of patients on the list per m² of floorspace. 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 provided.

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

4.12 The outcome of this exercise is summarised on the map below. Blue circles indicating relative capacity and white relative constraint. The large white circle towards the south-east of the town represents the existing Shephall surgery which is to be replaced. These results broadly correlate with the 'Patients per m²' measure in the table above



Picture 3 Capacity of GP surgeries

4.13 Of the GP surgeries within the Borough boundary, Manor House Surgery, Poplars Surgery, Shephall Way Surgery and Chells Way Surgery are exceptionally constrained. Chells is currently undergoing extension work which will bring it in line with the recommended patients per m². On a town-wide basis, surgery use is slightly higher than the county average.

4.14 In terms of estimating the future need for GP surgeries, the NHS England - Midlands & East (Central Midlands) South team of NHS England apply a standard formula across all 25 authorities they cover. Each dwelling is assumed to generate an average demand for 2.4 new registrations. One additional GP is required per 2,000 patients on a traditional list. That GP, in turn, requires 199m² of floorspace at an average cost of £2,600/m².

4.15 This equates to a calculated average patient density for new demand of 10 patients/m². This is less than the average figure across current Stevenage surgeries of approximately 28 patients/m² (gross). This figure drops to 25 patients/m² if it is assumed that the new surgery at Ridlins is solely to meet existing demand. New guidance means that these new surgeries must be significantly less well utilised than existing premises. This may also increase costs.

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

- 15,840 patient registrations;
- 8 General Practitioners; and
- 1,580m² of additional practice floorspace at a cost of £4.11 million.

4.17 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. Allowing for development already completed or permitted, applying the NHS England ratios to this figure would yield a requirement for approximately 1,250m² at a cost of £3.26 million.

4.18 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⁽³¹⁾.

4.19 The average surgery size in Stevenage is approximately 300m² (gross) although the actual size of individual premises varies significantly from approximately 150m² to 650m². Taking the average as a benchmark suggests a requirement for approximately three to four 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 dependant on:

- the location of new development within the Borough;
- The capacity of existing premises to absorb this demand;
- The most appropriate pattern and distribution of premises to meet future requirements; and
- The location of any development around the town in other authorities

4.20 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)⁽³²⁾
- North-east Stevenage / Great Ashby
- North of Stevenage
- Stevenage town centre⁽³³⁾

31 On this point, it is further worth noting that the assumptions in Government household projections show that new homes would be needed even if there was no change in population due to changing age structure and living preferences.

32 Potentially 'future proofed' to absorb (some of) the demand arising from the adjoining land in North Hertfordshire which is to be safeguarded for future development

33 Noting that the two current surgeries closest to the town centre show surplus capacity

Funding and delivery

4.21 Funding for the new surgery at Ridlins has been approved. Construction is anticipated to begin later in 2016, though for the purposes of this IDP it is assumed that this project is solely to deal with existing deficits and will not provide additional capacity to meet future demand.

4.22 New 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 commitments have been made and a **funding requirement of £4.72m has been identified for this item, this covers housing numbers in the plan period (7600 x £621.00).**

Secondary Healthcare: Acute Services

Lead agencies

- NHS England
- East and North Hertfordshire Clinical Commissioning Group (CCG)

Evidence base

- Liaison with NHS England
- Liaison with East & North Herts CCG
- NHS England 5 Year Forward View

Background

4.23 Secondary healthcare refers to community services, mental health services and acute health care. All of which are commissioned by the CCG.

4.24 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.

4.25 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.

4.26 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).

4.27 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

4.28 The CCG have identified requirements for acute care across their area of responsibility. In this instance, it is necessary not to just have an understanding of 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.

4.29 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.

4.30 The growth of the Borough's population leads to a requirement of 2,100m² of additional acute health infrastructure.

4.31 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 15,000m² of additional acute health infrastructure to serve the CCG area.

Funding and delivery

4.32 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

4.33 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⁽³⁴⁾. The calculated funding requirements have therefore been discounted by 33% to reflect this.

4.34 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).**

4.35 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.

34 East and North Hertfordshire NHS Trust: Our Changing Hospitals - Phase 4 Outline Business Case (2010), http://www.enherts-tr.nhs.uk/files/2010/04/outline_business_case_phase_4.Pdf, accessed May 2015

Secondary Healthcare

Lead Agency

- East and North Hertfordshire Clinical Commissioning Group (CCG)

Evidence base

- Liaison with the CCG

Community Services and Intermediate Care

4.36 This refers to care provided outside of the acute hospital environment, to prevent acute admissions, support rapid discharge and maintain patient's independence. It has previously included bed-based provision in community hospitals and care homes but is increasingly now including peripatetic support into patients own homes, care homes or GP practices.

4.37 The CCG has been consulting over the future pattern of these services. The strategy is to reduce the reliance on inpatient rehabilitation in favour of home based care and provide a more geographically dispersed model and improved integration of services with social care.

4.38 Hertfordshire Community Trust (HCT) provide inpatient Intermediate care from Community Hospitals. The CCG also commission independent sector providers to provide support to Stevenage residents.

4.39 Stevenage residents access outpatient services from local venues such as the Lister Hospital, Kingsway Health Centre and others outside of the Borough. Community teams are based in local health centres, local authority premises and GP surgeries.

Mental Health Care

4.40 The Hertfordshire Partnership University NHS Foundation Trust provides the majority of health and social care for people with mental ill health and learning disabilities. The Trust works in close partnership with the County Council and other NHS organisations to promote and support mental health in the community.

4.41 The Trust provides:

- **Acute and Rehabilitation Services:** including inpatient services and crisis teams. Acute Services provide adult inpatient services for a Crisis and Assessment Service Treatment Team (CATT) and A&E Liaison. A&E Liaison teams operate at A&E in the District General Hospitals, specifically Watford, Lister, and the QEII at Welwyn Garden City.
- **Community Services:** including local teams for mental health and learning disabilities and prison 'in reach' services: The Trust has introduced Enhanced Primary Mental Health Teams which work closely with GP's and primary care staff to provide improved access and earlier mental health interventions.

- **Secure and Rehabilitation Services:** Such as medium secure learning disability services, which includes in-patient and specialist residential services.
- **Specialist Services:** Such as substance and alcohol abuse, mother and baby care, dementia, eating disorders, specialist learning disability services. Child and Adolescent Mental Health Services (CAMHS).

Identified infrastructure schemes and requirements

4.42 Infrastructure needs for secondary healthcare have been identified following liaison with the Clinical Commissioning Group. Demand for community services has been calculated based on the amount of additional floorspace required to meet growth in patient demand. This is derived, in turn, from an estimate of contacts per 1,000 population.

4.43 The preferred development scenario of 7,600 homes suggests an increase in the population of the Borough over the plan period of approximately 14,500. The CCG has forecast likely future demand across its area based on an anticipated future population growth of approximately 86,000. The requirements have been derived by pro-rating the overall amounts.

4.44 This is likely to create a need for additional requirement for both Community & Mental Health providers but these differences need to be discussed and agreed based on clinical assessment of how best to deliver services to patients.

4.45 The NHS have promoted sites that they own within Stevenage town centre for potential future redevelopment as part of the local plan process. Any existing provision would either need to be replaced on a 1:1 basis, or satisfactory evidence provided that a lower level of replacement provision would be appropriate. Options for the reconfiguration of healthcare space within the town centre are currently being explored.

Funding and delivery

4.46 Provision is currently made from a range of premises across the County. The CCG have provided building costs for the range of different services that will be required. These are set out in more detail in the delivery schedules appended to this report. The total costs identified for the levels of provision above are:

- Community provision: £2.07m over the plan period
- Mental Health provision: £1.53m over the plan period
- Total: £3.60m

4.47 However, (elements of) community provision is provided at the Lister Hospital site. In recent years, this has undergone major redevelopment and configuration (see following section on Adult Social Care). The business case for this scheme identified it would deliver capacity for children's and intensive care provision to 2022/23⁽³⁵⁾. The calculated funding requirements for community provision have therefore been discounted by 50% to reflect this.

35 East and North Hertfordshire NHS Trust: Our Changing Hospitals - Phase 4 Outline Business Case (2010), http://www.enherts-tr.nhs.uk/files/2010/04/outline_business_case_phase_4.Pdf, accessed May 2015

4.48 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 £2.56m is identified for this item, this covers housing numbers for the plan period.**

4.49 This IDP currently proceeds on an assumption that the re-provision of existing floorspace within the town centre will be funded by the disposal and redevelopment of any existing sites that are deemed surplus and no specific funding requirement is presently identified.

4.50 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.

Adult Social Care

Lead agency

- Hertfordshire County Council

Evidence base

- Health and Community Services Plan 2012/2015, HCC
- Stevenage District Adult Accommodation Profile, HCS
- Stevenage 2021: Our town - our future. The second Stevenage Community Strategy, 2007

Background

4.51 Reducing health inequalities is one of the key aims of the Stevenage Community Strategy. Hertfordshire County Council is responsible for Adult Social Care through its Health and Community Services (HCS) department.

4.52 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 support people with mental health problems through contracts with Hertfordshire Partnership NHS Foundation Trust which operates integrated health and social care services.

4.53 HCS aims to provide an even spread of flexible care and support services in Stevenage both private and publicly funded.

4.54 In relation to accommodation for adult care, HCS commissioning directorate has restructured to create an Accommodation Solutions Team (AST). This team deals with accommodation with care, support or nursing for all adult care groups.

4.55 The AST has set up 5 local Boards each covering two districts. Stevenage is covered by one of the Boards, along with North Hertfordshire. The Boards will assist organisations in forward planning, while ensuring service needs are taken into account.

4.56 HCS also offer Flexicare Housing Schemes in partnership with housing providers which offer a practical alternative to moving into a care home. Residents live in a property with their own front door so that they can live independently, but are also supported by homecare and housing staff which are based on the same site. This care is available 24 hours a day as and when required. The level of care and support provided can change depending on needs. Flexicare housing is also suitable for couples who have different care needs. There is currently one scheme in Stevenage; Silkin Court, in the Poplars area.

4.57 A flat or bungalow in a flexicare housing scheme will have one or two bedrooms and many are spacious enough for wheelchair users. There are also communal facilities and social activities.

Identified infrastructure schemes and requirements

4.58 The Health and Community Services Plan sets out the department's priorities up until 2015. One of its main aims is to 'make new accommodation schemes like Flexicare Housing and Supported Living widely available around the county'

4.59 It is considered that up to a third of people currently entering residential care could have managed in flexicare or its private equivalent extracare. Stevenage currently has no private extracare but could be expected to require similar numbers to that in flexicare. HCS are mapping the current provision of supported accommodation for people with Learning Disabilities and Mental Health needs. This will lead in the next few years to projections of future needs which will be shared with District Councils.

4.60 HCS will explore all alternatives to residential care if they can meet the individuals care needs. These include Telecare, flexicare and the specialist enablement service. This is likely to lead to a reduction in care home demand initially, although demographic changes will lead to eventual increases. Liaison with the County Council has provided us with information on the predicted changes to needs, based on projected population figures for adults likely to require support from HCS. These are based on demographic growth affecting the current population and are summarised in the table below.

4.61 The figures show the estimated increase in provision from current levels. Where a minus figure is quoted, this indicates an existing surplus, which can help to meet future need.

Futures need - growth from current	2010-2015	2015-2020	2020-2030	Growth over 20 years
Older people - residential (HCC funded)	-42	7	36	1
Older people - nursing (HCC funded)	-13	13	24	24
Older people - flexicare	48	35	39	122
Learning disability - residential + nursing	-13	0	1	-11
Learning disability - supported living	36	1	5	42
Physical disability - residential + nursing	10	1	1	12

Table 9 Projected Adult Social Care requirements

4.62 This illustrates that the demand for Adult Social Care in Stevenage is expected to increase, particularly the need for flexicare provision. In total, provision for around 190 additional individuals is expected to be required over the twenty year period to 2030.

4.63 This broadly aligns with future projections of the institutional population in the Borough.

4.64 The institutional population encompasses those living in communal environments including care homes and certain forms of sheltered accommodation. This is particularly helpful for providing forecasts of the elderly population that will need some form of specialised care or accommodation in the future.

4.65 Projections generally anticipate that the institutional population will remain stable (numerically) amongst the under-75s. The latest projections suggest that the institutional population aged 75+ will increase by approximately 200 over the lifetime of the plan. It is important to note that these accommodation requirements sit over and above the requirements identified in projections of dwellings⁽³⁶⁾. This assumption is based upon a static percentage of those aged 75+ requiring this form of accommodation, based upon rates recorded in the 2011 Census. However, as mortality rates decrease and service providers move towards measures to help people live at home longer, it is likely that the need for some of this calculated provision will not arise.

Funding and delivery

4.66 Hertfordshire County Council is responsible for delivering Adult Social Care across the County. Some facilities and services can also be provided through RSLs or privately, either on a commercial basis or on behalf of public providers. In terms of the IDP, 'funding' is most likely to take the form of developers ~ particularly on large schemes ~ ensuring the provision of appropriate sites for care homes within their proposals.

4.67 Further discussions with the County Council will need to take place to determine the most appropriate formats for delivering adult social care requirements in the future as well as the associated costs. It may, for example, be more appropriate to anticipate a greater proportion of future demand to be met through flexicare-style schemes rather than traditional care home environments. Consideration also needs to be given to delivery, including the potential for strategic development sites to assist by making provision ~ in the form of land, premises and / or contributions ~ as part of a rounded offer.

4.68 A review of schemes for which information is publicly available, suggests a build cost of around £60,000 per bed represents a reasonable initial estimate. Based on the narrative above, it has been assumed that 50% of future demand will be met commercially and **a funding requirement of £6m is identified for this item.**

36 Some forms of care home and other supported living environments are classified in a different planning Use Class to dwellinghouses, use classes C2 and C3 respectively.

5 Green infrastructure

Green infrastructure

Lead agency

- Stevenage Borough Council
- Hertfordshire County Council

Evidence base

- Open Space Strategy, 2014
- Sports Facility Study, 2014
- Hertfordshire Strategic Green Infrastructure Plan, 2011
- Green Space Strategy, SBC, 2010-2020
- Biodiversity Action Plan, HMWT, 2010
- Hertfordshire Infrastructure and Investment Strategy, 2009

Background

5.1 As a key part of the New Town concept, Stevenage was planned to incorporate a substantial network of open spaces for residents to enjoy. The town has generally managed to successfully retain this level of green infrastructure.

5.2 Open spaces are an important part of town and cities. As well as their positive visual impact, they provide vital play areas for children, encourage healthy lifestyles, promote community cohesion, allow for people to grow their own produce, provide facilities for sports and recreation and encourage biodiversity.

5.3 The main types of open space are defined as follows:

- Parks and Gardens: Stevenage has four sites in this category; formal spaces at the Bowling Green and Millennium Gardens (Old Town), Town Centre Gardens and Fairlands Valley Park.
- Natural and semi-natural open space: Open space that is not actively managed as amenity space and tends towards wilder land. Examples often include woodland, grasslands, watermeadow, commons, informal copses and, often, buffer land to roads and railways.
- Amenity Green Space: Typically formed of smaller pieces of open land, generally under one hectare, ordinarily grass. They are available for spontaneous and informal use and often have no specific function, and may or may not have trees and/or bushes.
- Children's play space / Children and young people: Unsupervised, equipped play space.
- Allotments: Council owned and managed areas where Stevenage residents are able to rent space for growing their own produce.
- Outdoor sports pitches: primarily sites used for formal games (principally football, rugby and cricket) and include private sports clubs, school playing fields and municipal playing pitches.

5 Green infrastructure

5.4 Each type of open space can have a number of different functions, for example, outdoor sports facilities have an amenity value in addition to facilitating sport and recreation.

5.5 In 2006 the Borough Council appointed PMP to undertake an Open Space, Recreation and Sport Study across the town. This study was reviewed comprehensively during 2014, updating all aspects of the work, in parallel with a new Sports Facility Study. The revised strategy recommends a new hierarchy of principal open spaces and a revised set of open space standards.

5.6 This indicates that across the town as a whole there has been a reduction in the amount of open space available per person. This is generally due to an increase in population without a proportionate increase in new open space, rather than the loss of existing open space.

5.7 When considering the levels of overall open space provision across the town, analysis at neighbourhood level is important because this identifies the ease in which communities can access each type of open space, which is important for quality of life. The town-wide provision masks significant deficiencies in types of open space at neighbourhood level.

	Parks & Gardens	Natural & Semi Natural	Amenity Green Spaces	Children & Young People	Allotments	Outdoor Sports
Standard (2006)	0.73	1.78	1.10	0.80	0.09	2.20
Town-wide	0.69	1.74	0.92	0.82	0.14	3.01
St Nicholas	0.00	0.75	0.84	0.69	0.06	0.48
Old Stevenage	0.03	1.26	1.23	0.87	0.23	2.75
Chells	1.10	1.95	0.68	0.46	0.04	1.60
Bedwell	2.65	2.28	1.09	1.22	0.23	2.72
Shephall	0.66	2.19	0.65	1.01	0.09	3.21
Broadwater	0.00	2.26	0.86	0.65	0.16	3.11

Table 10 - Current (2014) deficiencies and surplus in supply (vs 2006 standard)

5.8 This illustrates that there are clusters of surplus facilities (in bold) across 5 areas, with only the area of St Nicholas shown with consistent deficiencies across all typologies. When compared with the quantity standards per 1,000 population it is clear that most areas indicating a surplus supply, do not have sufficient capacity to meet significant growth at the local level.

5.9 It is acknowledged that neighbourhood data cannot be considered in isolation. For example, the surplus indicated for Parks and Gardens in Chells and Bedwell, is the result of the Fairlands Valley Park, a facility that the whole town enjoys. Bedwell is well served because of its central location in the town, close to Fairlands Valley, but also Hampson Park and Whomerley Woods.

5.10 In addition, there are geographical factors that skew results at a neighbourhood level. For example, due to the extent of Woodfield ward in Old Stevenage, St Nicholas Park is included within the Old Stevenage neighbourhood. However, it is most easily accessed by residents in the St Nicholas area. St Nicholas and Chells are also within relatively easy access of a number of open spaces within Great Ashby (within North Hertfordshire District).

5.11 The update of information relating to our open spaces has allowed a broader review of provision within the town in the context of changes that have occurred since 2006. The revised strategy takes a different approach going forward than the previous study. There are important decisions made in the 2014 review that affect the way open space will be treated in the future. Importantly,

- A number of sites which were previously included as open space have been removed from the review because they are too small or do not have a recreational function (such as road verges). This affects the space per resident particularly in the amenity greenspace category, but doesn't necessarily mean these sites are no longer open or available;
- The multiple functions of spaces have been recognised and allowed for this; for instance, sites previously counted only as outdoor sports fields also have a wider use for general recreation, which has not been accommodated before;
- A more explicit vision has been set for our most important spaces, raising their profile as multi-functional spaces.

Identified infrastructure schemes and requirements

5.12 The deficits and surpluses in open space that exist across the town and the neighbourhoods are established above in comparison with the outcome of the study undertaken in 2006. We are also now clearer on the main areas where we expect housing to come forward during the plan period. Some of these are within the existing fabric of the town, but a number will be on expansion areas to the north west and south, and through town centre regeneration.

5.13 There is unlikely to be much impact on the geography of Stevenage's major open spaces during the plan period, and it is therefore likely to be the case that neighbourhoods that are deficient now will remain relatively deficient at the end of the plan period. The open space strategy therefore takes a town-wide approach rather than focus too much on deficiencies in neighbourhoods that are unlikely to be subject to significant influence.

5.14 The Open Space Study explores two growth scenarios of +5,200 homes and +8,300 homes respectively. However, the results and requirements are expressed in terms of area per 1,000 population. As such, it is possible to recalibrate these results to the preferred development scenario of +7,600 homes / +14,500 people tested in this iteration of the IDP. Over the 2011-2031 plan period, the land requirements for each typology are as follows:

5 Green infrastructure

	Area 2014	Standard 2014	Area required 2031 (+7,600 homes / 14,500 people)	Land required
Parks and gardens	87.9	0.88	86.9	-1.0
Amenity greenspace	81.6	0.92	90.9	+9.3
Allotments	11.9	0.14	13.8	+1.9
Natural and semi-natural space	145.7	1.78	175.8	+30.1
Children and young people	69 sites	0.82	81	+12 sites
	327.2		367.4	40.3

Table 11 Land requirements (ha) under preferred development scenario

5.15 An increase of total open space of around 40ha is required overall with an increase required in each category except for parks and gardens. This largely reflects the fact that the existing provision of parks and gardens – following the transfer of some outdoor sports space – is well above that required by the standard. In practice, the focus should primarily be on providing amenity greenspace and natural and semi-natural space and maintaining a proportionate provision of equipped play for children and young people and new allotments.

5.16 Much of this will be required in the growth areas on the edge of the town, but consideration will need to be given to the provision of open space within more central areas where a significant proportion of the housing provision is envisaged to take place.

5.17 The Council will seek to take a pragmatic, town-wide approach to the provision of open space in order to deliver meaningful and useable areas, rather than a series of 'scraps'. By way of example, it is anticipated that any future development to the north of the town will provide a significant proportion of new natural and semi-natural space requirements. Any development to the west is likely to focus upon the provision of sports facilities.

Funding and delivery

5.18 The Hertfordshire Infrastructure and Investment Strategy outlines cost estimates associated with the provision of new green infrastructure. Based upon the town-wide data and supply we can determine a cost basis to meet future growth projections:

Typology	Indicative costs	Costs to meet future growth needs (excluding current deficit costs)
Parks & Gardens	£180,000 per ha	0
Amenity Greenspace	£20,000 per ha	£186,000

Typology		Indicative costs	Costs to meet future growth needs (excluding current deficit costs)
Allotments		£100,000 per ha	£190,000
Natural & Semi Natural Open Space		£10,000 per ha	£301,000
Provision for Children & Young People	LEAP	£40,000 per facility (min)	£480,000 to £960,000
	NEAP	£80,000 per facility (max)	
TOTAL			£1,157,000 - £1,637,000

Table 12 Associated costs for typologies

5.19 Council revenue budgets are identified for future maintenance of existing infrastructure and in recent years the Council has delivered a significant capital investment programme to green spaces within Stevenage. The Council has also been successful in securing external funding from the Heritage Lottery Fund, Play Builder and local businesses to support improvements to existing areas. The Council has increasingly used its New Homes Bonus receipts to deliver 'visible' improvements to the town and the provision and / or enhancement of open spaces and associated facilities falls within this.

5.20 These funding streams will continue to be important, along with developer contributions. For larger sites, provision will be secured on-site where this would meet the aims of the Open Space Strategy. Commuted sums will be sought where space cannot be provided on site, and the strategy highlights areas of geographic need within the town, and the need for improved access to open spaces in some cases. Developers will additionally be expected to contribute to Hertfordshire County Council's Green Infrastructure objective.

5.21 However, no firm funding commitments have yet been made against these items and **a funding requirement of £1.64m is identified for this item.**

6 Emergency services

Policing

Lead agency

- Hertfordshire Constabulary

Evidence base

- Everybody's Business: The Police and Crime Plan for Hertfordshire 2013-2018
- Refresh of HIIIS, 2013
- Hertfordshire Infrastructure and Investment Strategy, 2009

Background

6.1 Stevenage has one major police station situated near to the town centre on Lytton Way.

6.2 Since the HIIIS was undertaken in 2009, there have been and are continuing to be a number of changes in the way in which emergency service provision is provided. For example, there is a growing emphasis on community policing through the Safer Neighbourhoods programme and a move towards shared policing.

6.3 Physical infrastructure investment requirements identified in the original HIIIS were attributed mainly towards the large growth locations across the county. With the possible changes in the scale and distribution of growth and changes to service delivery, it is unlikely that the scale of investment envisaged in the HIIIS (particularly around the former Key Centre for Development and change (KCDCs) will be required, although a continuing need for the incremental expansion of existing facilities to meet population increases will remain.

6.4 Given the shift towards more locally determined service requirements, additional provision for emergency services will be best determined and secured locally.

Identified infrastructure schemes and requirements

6.5 To date, no response has been received from Hertfordshire Constabulary about local needs arising in Stevenage.

6.6 A review of IDPs completed for other authorities in Hertfordshire reveals that Hertfordshire Constabulary are not presently reliant on S106 monies or other forms of contribution from the planning system. However, in the future, the grant funding is anticipated to decrease significantly. As a result, the Constabulary may rely on other sources of funding including CIL monies or other contributions to provide the infrastructure required to support operational needs. Any funding received in this way is likely to be used for capital expenditure.

6.7 The Constabulary has indicated to North Hertfordshire District that there will need to be new Safer Neighbourhood Policing Team bases for any large scale strategic sites. These bases require approximately 150m² of office accommodation, with secure parking for approximately five operational vehicles.

Funding and delivery

6.8 Hertfordshire Constabulary have made no specific funding requests in response to the IDP. It is therefore assumed that there are no specific future requirements arising and **a funding requirement of £0 is identified for this item.**

6 Emergency services

Fire and Rescue Services

Lead agency

- Hertfordshire Fire and Rescue Service (HFRS)

Evidence base

- Stevenage and North Herts: District Plan, Hertfordshire Fire and Rescue Service, 2014
- Refresh of HHS, 2013
- Hertfordshire Infrastructure and Investment Strategy, 2009

Background

6.9 Within the Stevenage and North Herts area there are four Fire Stations containing in total eight fire appliances and 138 uniformed personnel. In addition, there is an Aerial Ladder Platform (high reach appliance), Incident Support Unit and other specialist appliances and equipment.

6.10 These resources enable the provision of a rapid response to operational incidents, whilst personnel at each Station ensure close links are maintained with the individual communities that they serve.

6.11 There are also 18 local Community Safety Volunteers providing valuable support to the firefighters in delivering community safety messages at a wide range of events across the combined District area.

6.12 Fire stations can be defined as either wholetime (WT) or retained (RT). Wholetime stations are manned 24 hours a day, whereas retained stations are unmanned at most times, and firefighters live/work within 4 minutes of the station, so that they are available to respond to calls.

6.13 Fire Control is located at Longfield in Stevenage. This site has a resolution to grant planning permission subject to a legal agreement to be redeveloped to housing. However, this is contingent on the relocation of the existing facility.

Identified infrastructure schemes and requirements

6.14 Hertfordshire Fire and Rescue (HFRS) have not provided specific comments on the preferred development scenario being tested in this IDP. However, the HFRS previously considered that larger scale development, particularly on the edge of the town, could be more critical in terms of run times and water supplies and would need to be considered on the specifics of each proposal. The impacts could be mitigated to some extent by incorporating specific fire protection measures such as domestic sprinklers, which may assist in mitigating the need for relocated or additional fire service resources.

6.15 Stevenage is currently the HFRS' busiest station, so there is limited capacity to deal with new housing growth as a result of workloads as well as attendance times'.

Funding and delivery

6.16 HFRS have made no specific funding requests in response to the IDP. It is therefore assumed that there are no specific future requirements arising, beyond those that may arise in ad-hoc requests against specific planning applications and **a funding requirement of £0 is identified for this item.**

7 Community & Leisure

Community facilities

Lead agency

- Hertfordshire County Council
- Stevenage Borough Council

Evidence base

- Inspiring Libraries: A new strategy for Hertfordshire Libraries, 2014
- Asset Management Strategy (Not completed)

Background

7.1 Although there are many facilities that serve the community, this plan considers two of the key facilities; libraries and community centres.

7.2 Providing an appropriate range of community facilities is an important part of planning for sustainable communities. Residents should be able to make use of good quality facilities in accessible locations.

Community centres

7.3 The demand for community facilities changes over time. When the New Town was built, community centres were provided in residential neighbourhoods. Many community buildings in Stevenage are also outdated and coming towards the end of their operational life. Some buildings require modernising and some may now be surplus to requirements. It is also recognised that the dispersed pattern of our community buildings might no longer be viable.

7.4 The Council is responsible for the community centres within the Borough. A review of assets is currently being carried out under the Asset Management Strategy. Once completed, this will determine the future of our Community Centres, and any new infrastructure that might be required. Until this is completed, it would be inappropriate to commission additional work to try and establish the level of infrastructure that might be required to support future growth.

Libraries

7.5 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, an online reference service, ICT based and other learning opportunities. They also offer neutral spaces to promote community cohesion and well-being.

7.6 Stevenage Central Library is one of the largest and busiest libraries in Hertfordshire. However, the building has a number of significant inadequacies, which were identified in Libraries for 21st Century Strategy document (2005) and in the 2012/13 Service Property Priorities review. It is poorly configured on two floors. Refurbishment of the ground floor took place in 2010 but refurbishment work still needs to take place upstairs. The exterior is very shabby and unattractive.

7.7 Stevenage Old Town Library, in terms of size, is adequate for the surrounding/existing neighbourhood. The County Council also provides a Home Library Service for housebound people.

7.8 The Inspiring Libraries strategy was published in 2014 covering a period of ten years. It sets out a number of broad aspirations for the future of the County's libraries service in relation to community access, premises and technology.

7.9 Following this, the County Council has been exploring how this vision should be delivered. A delivery paper was subject to public consultation between September and December 2014. These confirmed that Stevenage Central Library would be a 'Tier 1' facility - offering the widest range of opening hours and resources. The Old Town Library was identified as 'Tier 3' facility which would see a greater emphasis on self-service and the use of community partnerships and volunteers

7.10 A revised set of proposals were approved in February 2015, though these do not impact upon the proposals for either of the libraries in Stevenage.

7.11 The County Council has expressed an interest in providing new or replacement library facilities in Stevenage town centre. The existing library site has been promoted to the Borough Council through the Strategic Land Availability Assessment (SLAA) on the understanding that the existing library would be replaced, either as part of a redevelopment of the site or off-site, cross subsidised by the redevelopment of the existing premises.

Identified infrastructure schemes and requirements

7.12 In terms of community centres, the Asset Management Strategy will provide a detailed assessment of any identified gaps in community centre provision, and will identify future need.

7.13 Hertfordshire County Council have stated that if the Stevenage population increases, their preference would be to replace Stevenage Central Library as part of a shared service development to improve and extend library provision. In the interim, a ratio of 25m² / 1,000 population (the county average) has been used. This results in a requirement arising from the preferred development scenario of approximately 360m² over the plan period. Liaison with the library service is on-going, particularly with regards to the potential relocation and / or re-provision of the library within the town centre. The NHS and central library are expected to be relocated into a new public sector hub within the redeveloped plaza site.

7.14 The implications of development around the town, but outside the administrative boundaries will need to be considered. This may include both developments on the edge of the town as proposed by North Hertfordshire as well as outlying villages which rely upon provision in Stevenage

to meet their needs. This is an issue to be considered, in the first instance, through the respective infrastructure plans of North Hertfordshire and East Hertfordshire Councils. However, their findings may have implications for library provision within the Borough.

Funding and delivery

7.15 Detailed costs have not yet been identified by the County Council for library provision. Based on the guidance provided in the existing HCC Toolkit, the preferred development scenario would yield a receipt from new development of approximately £960,000. It is anticipated that any future relocation or reprovision of the Library ~ insofar as it relates to meeting existing needs ~ would be cross-subsidised by redevelopment of the existing site.

7.16 North Hertfordshire and East Hertfordshire Councils would need to identify any necessary funding for requirements arising in Stevenage from development in their own administrative areas.

7.17 Based on current information, **a funding requirement of £0.96m** has been identified for this item, recognising that this may change dependent upon the specification of any future library replacement and / or the need for additional funding beyond the sale of the existing site.

Sport and leisure facilities

Lead agency

- Stevenage Borough Council

Evidence base

- Sports Facility Assessment and Strategy, 2014 - 2031

Background

7.18 Stevenage has a wide range of sports and leisure facilities. These are a mix of facilities provided by the Borough Council, provision on school sites, and commercial facilities. The Borough Council 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

7.19 However, some of these facilities, such as the Arts and Leisure Centre and the Swimming Centre, are coming to the end of their operational life, and are operating at, or close to capacity. They will soon need to be replaced, or regenerated.

7.20 The council has recently completed a new Sports Facility Assessment and Strategy (2014-2031). This provides an up-to-date assessment of existing sports facilities within, and around, the Borough, identifies gaps in existing provision and any additional facilities likely to be required to support future growth. It has been produced in accordance with the most recent Sport England guidance.

7.21 The Sports Strategy assesses the infrastructure required based on two alternative growth scenarios of 5,300 or 8,200 new homes, within the plan period. The results of the higher scenario are only based on a slightly higher total population than the preferred scenario for this IDP so have been used as a reasonable proxy for our most up-to-date housing target of 7,600⁽³⁷⁾.

7.22 Demand for leisure activities is also expected to increase over the Plan period, as participation rates increase. Based on Sport England guidance, a participation growth rate of 0.5% per annum (so, 8.5% over the plan period) has been applied to the current rate of demand.

37 The Sports Facilities strategy estimates that, under the 8,200 homes scenario, the population in 2031 would be less than 2% higher than the figures used elsewhere in this IDP

7 Community & Leisure

7.23 In most cases, only publicly accessible sports facilities have been included in the modelling work (those which you do not need a membership to use). Private facilities are only included in relation to fitness facilities (fitness stations i.e. treadmills, and studio space) and swimming pools, in line with Sport England best practice guidance. However they are considered when assessing the results.

Identified infrastructure schemes and requirements

7.24 The Assessment identifies the need for new, or improved, facilities across a number of different sports. The requirements are summarised in the infrastructure schedule appended to this report. The sports facilities strategy should be referred to for detailed, project-by-project analysis. However, the key requirements include⁽³⁸⁾:

- Provision of two new sports halls to meet population growth;
- Approximately 200m² of additional swimming space;
- Up to 157 additional fitness stations;
- Three skate parks in new housing areas;
- 0.5 artificial pitches
- Addressing gaps in youth provision, including informal multi-use games areas and skate parks;
- Qualitative improvements to football pitches, though the quantity should be sufficient; and
- To address to quality of the existing cricket facilities at King George V playing fields or relocate to a new facility.

7.25 One of the key recommendations of the Sports Strategy is to replace the existing Arts and Leisure Centre and Swimming Centre, with a new wet/dry leisure centre (likely to be located on the swim centre site as part of a redevelopment scheme). This would relocate facilities including the sports halls, fitness stations, indoor bowls and squash, and expand/improve these, where necessary, to increase capacity to meet future demand.

7.26 Large-scale urban extensions to the north, west and south-east will need to provide youth facilities (MUGAs or Skate Parks). In addition, a larger, more advanced Skate Park at Hampson Park is required.

7.27 The Strategy recognises that some football pitches, which might be required to enable future development, can be released for other uses. This includes pitches at Meadway ~ which is required to facilitate access to the proposed safeguarded land to the west of Stevenage in North Hertfordshire ~ and disused facilities at Bragbury End.

7.28 The priority in terms of most of the school sites, is to ensure Community Use Agreements are signed, securing the use of these facilities in the long-term. Some facilities do require improvement.

38 These are the requirements arising from new development and exclude any existing shortfalls which the study concludes could justify additional provision now.

Funding and delivery

7.29 The Sports Facilities Assessment provides cost estimates for the provision of new facilities, or improvement of existing, where possible. These are reflected in the delivery schedule. Often various options are available to deliver additional capacity and in some cases, it is recognised that further feasibility work will be required before a decision can be made in terms of facility management and the best way to proceed.

7.30 The replacement of the swimming pool and arts & leisure centre is included in the schedule. Any such scheme would predominantly facilitate the replacement of an existing facility, rather than being new infrastructure necessitated by growth. However it is included as:

- Replacement of these facilities is likely to form a key component of the town centre regeneration strategy that is central to the preferred development scenario; while
- Certain facilities within any relocated centre will contribute towards the demands of future growth, notably any additional swimming provision or gym stations.

7.31 A new skate park at Hampson Park is currently being delivered with New Homes Bonus. Additional funding may be available via grants such as lottery funding, Sport England's grant scheme or from sport-specific associations (such as the Football Association). Re-provision of existing public facilities may be funded, at least in part, by 'loaning' against anticipated revenues. However, no firm funding commitments have yet been made.

7.32 New developments will need to contribute towards the demand that new residents will create. In larger developments this will include making sure that facilities are planned as part of the site from the outset. Allowing a 'nil' cost for those elements expected to be delivered as commercial facilities or solely to remedy existing deficiencies, **a funding requirement of £22.8m has been identified for this item.**

8 Utilities

Water supply

Lead agency

- Affinity Water

Evidence base

- Rye Meads Water Cycle Strategy Review, 2015
- Affinity Water Resources Management Plan, 2014
- Refresh of HHS, 2013
- Rye Meads Water Cycle Strategy, 2009

Background

8.1 Affinity Water supply all of the potable water to the Stevenage area. Within each provider's area there are a number of resource zones which are the largest possible areas in which all resources (including external transfers) can be shared.

8.2 The 2015 Rye Meads Water Cycle Strategy review concluded that water delivery will not constrain development in an around Stevenage.

8.3 Each water company publishes a Water Resource Management Plan that defines how it will meet customer demand over the next 25 years. This takes into account the potential increase in demand from new development, the need to manage the existing supply of water and accommodate future changes due to climate change. Affinity Water have an up-to-date Water Resource Management Plan (WRMP) which identifies a combination of resource development and demand management measures to ensure longevity of water supply. Affinity's current plan was published in 2014. WRMPs are updated every 5 years.

Identified infrastructure schemes and requirements

8.4 Stevenage lies within the Lee water resource zone. The latest WRMP recognises that this zone is forecast to have a supply deficit in both 2020 and 2040. This is strongly influenced by the Environment Agency's recommendation in 2012 that the Whitehall Pumping Station on the River Beane to the south of Aston be closed.

8.5 The deficits are to be met through a bulk transfer arrangement from the Anglian region to WRZ3 to ensure demand can be met over the next 25 years. These transfers are commercial arrangements between private water companies and it lies beyond the remit of this study, or local plans in general, to come to a view on the appropriateness or otherwise of these.

8.6 Affinity Water have not identified any specific infrastructure requirements for the Stevenage area beyond what has been publicly set out in the WRMP.

8.7 Individual schemes will give rise to requirements for new infrastructure in the forms of pipes and connections. These are agreed directly between developers and the water companies.

Funding and delivery

8.8 Water Resource Management Plans, and the schemes within them, are agreed by the regulator OFWAT. Funding is agreed in five-yearly Asset Management Plan (AMP) periods and is effectively met through customer bills subject to the agreement of the regulator.

8.9 Where infrastructure upgrades are required to serve new developments, Affinity Water will work with the developers to design appropriate infrastructure and recover costs directly through infrastructure and requisition charges.

8.10 In the absence of any specific infrastructure being identified or requested by Affinity Water, **a funding requirement of £0 has been identified for this item.**

Waste water

Lead agencies

- Thames Water
- Anglian Water
- Environment Agency

Evidence base

- Rye Meads Water Cycle Strategy Review, 2015
- Refresh of HHS, 2013
- Rye Meads Water Cycle Strategy, 2009

Background

8.11 The significant majority of Stevenage lies within the Thames River Basin District (RBD) and is served by Thames Water. The watershed that marks the boundary with the Anglian RBD passes through the north-west corner of Stevenage, broadly follows the Borough boundary to the west before looping west and then north across the Langley Valley.

8.12 Wastewater from the small number of properties within the Anglian Catchment in Stevenage is currently pumped across the watershed and treated by Thames.

8.13 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 now 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.

8.14 This is an update from the 2009 Study, which concluded that the sewerage network is close to capacity in places and upgrades would be required in order for some strategic developments to occur.

8.15 The changed conclusion has arisen from a combination of reduced future development allied with ongoing long-term decreases in consumption from existing homes that are now predicted by Affinity Water.

8.16 Thames Water have confirmed that physical capacity at Rye Meads is to be increased during the AMP6 period (2015-2020) while their current consent would be sufficient to accommodate future growth beyond 2026. However, the Environment Agency consider that consent changes may be required in the period beyond 2020 in order to meet Water Framework Directive requirements for waterbodies to reach 'good' status by 2027.

Identified infrastructure schemes and requirements

8.17 Both the 2009 and 2015 WCS identified a series of interventions, both for the sewerage network between Stevenage and Rye Meads and at the WwTW themselves.

8.18 However, these interventions were based upon the particular quantum, location and phasing of growth in that study. Changes to any of these factors may have implications for the most appropriate interventions in the network.

8.19 Thames Water have stated that they do not consider the funding and delivery of any particular solutions for the sewerage network in and around Stevenage to be an issue that needs to impinge upon the local plan. Thames Water will deliver necessary strategic upgrades through the AMP process, subject to their being sufficient certainty and clarity over the delivery of new development.

8.20 Individual schemes will give rise to requirements for new infrastructure in the forms of pipes and connections. These are agreed directly between developers and the water companies.

Associated costs and alternative funding mechanisms

8.21 Costs cannot be provided at this stage. However, funding for strategic upgrades to the water network are primarily identified and funded through the AMP process and are effectively met through customer bills subject to the agreement of the regulator.

8.22 The water companies have a statutory obligation to provide a drainage connection on request. Thames and Anglian Water's expectations are that drainage solutions for individual sites will be identified as part of the (pre-)application process and funded and delivered through agreement with developers.

8.23 In the absence of any specific infrastructure being identified or requested by Affinity Water, **a funding requirement of £0 has been identified for this item.**

Waste management

Lead agency

- Hertfordshire County Council

Evidence base

- Liaison with HCC
- Waste Site Allocations document, Hertfordshire County Council (HCC), 2014
- Refresh of HHS, 2013
- Waste Core Strategy, HCC, 2012
- Municipal Waste Spatial Strategy, 2009
- Hertfordshire Joint Municipal Waste Management Strategy documents, 2007

Background

8.24 Household waste is collected by district and borough councils. It is then disposed of by the county council, which also runs Household Waste Recycling Centres (HWRCs). The county council has two separate responsibilities for waste: waste disposal and waste planning.

8.25 As the Waste Planning Authority (WPA) for Hertfordshire, the county council is required to prepare land-use planning documents.

8.26 In November 2012, the County Council adopted the Waste Core Strategy and Development Management Policies Development Plan Document for the period 2011-2026. This document sets out the county council's strategic, overall spatial strategy and development management policies for waste development in Hertfordshire. All other waste local development documents must conform to the Core Strategy.

8.27 The Waste Site Allocations document was adopted in July 2014. It includes maps and waste planning briefs for sites identified as Allocated Sites or Employment Land Areas of Search. Large parts of the Borough's main employment areas at Gunnels Wood and Pin Green are identified as areas of search.

8.28 The Hertfordshire Waste Partnership (a partnership between the county council and 10 district councils) has developed a Joint Municipal Waste Management Strategy that sets out policies for how we will deal with the county's household waste.

8.29 The existing Stevenage Household Waste Recycling Centre (HWRC) is the most frequently used of any site within the existing network of 17 HWRCs across the County, and receives the most waste each year.

8.30 In the surrounding areas, Hitchin has no HWRC and that the existing Letchworth HWRC, located in Blackhorse Road is difficult to access from Hitchin, South of Letchworth and the surrounding areas.

8.31 In the summer of 2014, the County Council consulted upon new arrangements for the HWRCs which, in the case of Stevenage, would see opening hours cut from seven days a week to five days a week. These measures were approved in September 2014.

Identified infrastructure schemes and requirements

8.32 In terms of the Stevenage HWRC, it is believed that any significantly sized development within its catchment area could impact negatively on service levels due to the increase in population served. However, this will be dependant on the location and scale of growth. It is likely that, any developments on the north and west sides of Stevenage would adversely effect current provision.

8.33 However, no specific proposals for the expansion, relocation or reprovision of existing waste facilities in Stevenage are set out in the relevant plans, beyond the general identification of the town's employment areas as areas of search.

Associated costs and alternative funding mechanisms

8.34 The development of any new waste transfer station would likely be funded by the County Council's capital fund. Other facilities could require joint funding from SBC, NHDC and HCC.

8.35 The County Council's existing planning obligations toolkit does not set out a standard requirement for new developments to contribute towards waste management. It does, however, state a general aspiration to investigate this issue further with a recognition that any such charge would require a robust technical assessment of need.

Electricity/Gas

Lead agency

- National Grid

Evidence base

- Liaison with National Grid
- Refresh of HIIS, 2013
- Hertfordshire Infrastructure and Investment Strategy, 2008

Background

Electricity

8.36 Electricity is generated from power stations and transmitted through a national network of electricity lines operating at 275kv and 400kv before connecting to local networks owned by distribution companies. EDF is the appointed distribution company for the Hertfordshire area.

8.37 Electricity in Hertfordshire is supplied from the National Grid overhead ring main to primary substations which, in turn, supplies the towns and villages within the catchments via smaller substations and a network of underground cables.

8.38 National Grid must offer a connection to any proposed power station; wind farm; major industry or distribution operator wishing to generate electricity or requiring a high voltage electricity supply. This may mean that strategic interventions are required to reinforce or upgrade the existing network to ensure that supply and demand can be effectively managed.

8.39 Electrical supply planning by the local distributor company is reactive, although demand is modelled on an annual basis on the extent of 'natural growth' in energy demand and gives an estimate of future loads within the network and identifies where future interventions may be required. Indicative planning and construction timeframes of local distribution infrastructure are expected to take up to 2 years.

Gas

8.40 Gas is transmitted through a National Transmission System (NTS) and supplied to towns and villages through Local Distribution Zones (LDZ). National Grid is responsible for the NTS and the LDZs for Hertfordshire. Three off-takes from the National Grid system supply the whole of the Hertfordshire area.

8.41 National Grid has a duty to extend or improve the NTS, where necessary, to ensure an adequate and effective network for the transportation of gas. Although no specific upgrades have been identified within the county, future works may be required to respond to the wider demand for gas.

8.42 Reinforcement projects for the LDZs are planned for on a very reactive basis, when new loads connect to the network, rather than being planned for in advance. National Grid will not install infrastructure on a speculative basis to serve potential development areas as this practice is not supported by regulator OFGEM and agreements would need to be reached with developers prior to investment in new infrastructure being made.

Identified infrastructure schemes and requirements

8.43 National Grid have confirmed that they do not envisage the preferred development scenario having a significant effect upon National Grid's gas and electricity transmission infrastructure. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these gas and electricity transmission networks. The existing networks should be able to cope with additional demands.

8.44 Previous work, relating to the former East of England Plan, identified the need for site-specific interventions where major development was proposed. This included the provision of new substations.

Funding and delivery

8.45 Distributor companies are not allowed to use revenues from existing customers to pay for infrastructure and serve new development; therefore it is usual for developers to pay for necessary new or upgraded infrastructure. Where this infrastructure is used solely to supply a specific development, the developer will usually pay the whole cost, whereas if a development triggers the need for a piece of infrastructure which is required to serve a larger area than just the development, the developer will be expected to pay a fair proportion of the cost of provision and the rest funded by subsequent developments or the distributor company.

8.46 The original HHS set out some approximate costs for the provision of a new sub-station. This would be in the region of £2M and the off-site network cable works are likely to be between £1-3M dependent on the extent work works and upgrading works needed to serve the developments.

8.47 Interventions on a local scale, to enable smaller-scale growth are planned for on a reactive basis, so detailed schemes and costs cannot yet be identified.

8.48 In the absence of any specific requirements or funding requests, **a funding requirement of £0 has presently been identified for this item.**

Appendix 1: Schedule

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

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

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

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

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

Appendix 1: Schedule

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

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

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Work Travel Plans	Urban Transport Plan	D	On going	HCC	£75,000 per annum	Y	£0	Ongoing LTP funding (countywide)	No change
Bus									
Provide inter-connecting routes between new developments	Urban Transport Plan	E	In line with new dev't	HCC	Up to £21,200 per bus stop, plus £30-40 / hour operational costs	Y	£1.5m	Developer contributions	No change
Town Centre bus interchange provision	Stevenage First Board	E	2021	SBC	£8m	Provisional	£0m	Growth Deal 3, approved by LEP board in principle but will be subject to final approval.	Approved in principle by LEP board on 15 December, Growth Deal 3 announced in February. New governance to oversee delivery of regeneration scheme will be worked up with LEP and DCLG and will need to be in place before drawing down.
Bus routes between urban centres - Hitchin, Letchworth, Stevenage 'triangle'.	Inter Urban Route Strategy	D	By 2022	HCC	Over £10m	TBC	£3.5m	Assumed that confirmed LEP SEP and partner funding could realise around £1m towards this cost.	Assumption that Stevenage should be apportioned 1/3rd of the cost as one point of the triangle. "Desirable" schemes to be removed from

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Rail									
Stevenage Platform 5	Network Rail Business Plan	D	2020	Network Rail	£18.8m	Y	£0	Network Rail spending plan for 2020	Scheme is primarily to improve performance, although it may lead to enhanced capacity on Hertford loop.
East coast signalling upgrade	Inter Urban Route Strategy (draft)	D	2020	Network Rail	TBC	Y	£0	Network Rail / DfT. Included in CP5 funding.	No change.
Stevenage New Station (masterplan proposals)	Urban Transport Plan and Stevenage Town Centre Framework	D	2026	Network Rail / HCC / SBC / LEP / private sector	£40m	Y	£40m	Assumed project partners will contribute towards scheme costs but no funding commitments made	Importance changed back to "desirable" as 2015 IDP.
Station commuter car parking (masterplan proposals)	Urban Transport Plan and Stevenage Town Centre Framework	D	2026	Network Rail / HCC / SBC / LEP / private sector	£10m	Y	£10m	Assumed project partners will contribute towards scheme costs but no funding commitments made	Importance changed back to "desirable" as 2015 IDP.
Strategic Roads									

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
SMART motorway J6 - J8	Inter Urban Route Strategy Transport Modelling HE Route-based strategy	C*	2021	Highways England (HE)	£50 - 100m	Y	£0	Autumn Statement, 2014. HE Route Investment Strategy.	Scheme to be fully funded by HE. No further requirements
A1(M) Junction 7 and slip roads	Transport Modelling	C*	2019 - 2021	HE	£8m	TBC	£1.6m	May be incorporated into SMART Motorway scheme	Assumption that Stevenage should be apportioned 20% of the cost
A1(M) Junction 8 slip roads	Transport Modelling	C*	2021 to 2031	HE	£8m	TBC	£1.6m	May be incorporated into SMART Motorway scheme	As above
A1(M) Junction 8 - 9 northbound towards Letchworth	Transport Modelling	E*	TBC	HE	TBC	RIS / HE post 2021	TBC	To be jointly considered by HE, NHDC and SBC	This section of the motorway lie substantively within North Herts administrative area. Identified by SBC/ NHDC transport modelling but has not been raised as an issue by HE.
Address operational issues at A1(M) junction 8	Inter Urban Route Strategy	D	by 2021	HE / HCC	TBC	N	TBC		Identified in IURS but no additional requirements

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
									identified by traffic modelling beyond slip road scheme above.
Variable speed limits on A1(M)	Inter Urban Route Strategy	D	by 2022	HE	£5 - 10m	N	£0	This will effectively be delivered within the parameters of a SMART motorway scheme which allows for variable speed limits.	As above.
Local roads									
Monitor and Manage Fund	Transport Strategy	E	Ongoing	SBC/HCC/ Highways England	£0.5m	Y	£0.5m	S106 and CIL	Purpose to undertake minor adjustments to the highways network in light of the observed highway effects throughout the plan period.
HO4 - Access to both sites is provided off the A602 consistent with the Mobility Strategy, in line with Highway Authority requirements	Site specific discussions	C	In line with new dev't	HCC	£1m	Y	£1m	Costs to be met by relevant development(s) through site-specific s106 / s278 agreement(s)	
A602 Corridor (Phase 1)	Inter Urban Route Strategy	E*	2019	HCC	£19.4m	Y	£0	Local Transport Board / LEP Growth Deal	Scheme funded.

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
A602 Corridor (Phase 2)	Local Transport Body	E*	After 2024	HCC	£13m	Y	£3.25m	Local Transport Board / LEP Growth Deal (or successors)	Assumption that Stevenage's IDP should reflect 25% of cost (acknowledging that a wider funding solution is the most likely outcome). Slightly lower than local highway schemes given more strategic nature of this route.
Lytton Way redesign (town centre)	Town Centre Framework and Paramics Model	E	2020	HCC	£10m	N	LEP / SBC	Potential for (part) funding from LEP growth deal as scheme will 'unlock' investment potential across the town centre	
Consider future of Old Town Gyratory System	Urban Transport Plan and Transport Modelling	D	TBC	HCC	TBC	N	£0	In HCC Forward Programme for 2016/17	No change from assumption in IDP. Not identified as necessary mitigation scheme in transport modelling so no justification to change importance. "Desirable" schemes to be removed from package of works considered in funding model.

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Re-sign through traffic (from or to Hertford) to bypass Stevenage town centre.	Stevenage Town Centre Framework and Transport Modelling	D	2021	HCC	£100,000	N	£0.1m	No funding identified, but not identified as specific mitigation measures in local plan modelling.	As above.
Sign traffic from A1(M) for Stevenage town centre from junction 7, not junction 8.	Inter Urban Route Strategy	D	2021	HCC	£100,000	N	£0.1m	As above.	As above.
EDUCATION									
Nursery / Early years									
New FEE provision to be made as part of Primary school (identified below)	Liaise with HCC	C	In line with new dev't	HCC	£0 (costs included in estimates for primary provision)	N/a	£0		No change
1 new Children's centre	Liaise with HCC	E	In line with new dev't	HCC	£1m	N	£1m		No change
Primary schools									
New 3FE school in West of Stevenage development	Liaise with HCC	C	In line with dev't	HCC	£12m	Y	£12m	On-site provision as part of dev't scheme and / or contributions	No change

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
New 2FE school provision in North of Stevenage development	Liaise with HCC	C	In line with dev't	HCC	£8m	Y	£8m	On-site provision as part of dev't scheme (site and building)	No change
4FE school provision as expansions to existing premises to meet residual demand arising from new development within the Borough	Liaise with HCC	E	In line with dev't	HCC	£16m	Y	£16m	Developer contributions / Basic Needs grant	Status changed to "essential" as relates to general mitigation rather than scheme specific.
2FE school provision in town centre	Liaise with HCC	E	In line with dev't	HCC	£8m	Y	£8m	On-site provision as part of dev't schemes and / or contributions / Basic Needs grant	No change - evidence base for pupil yields in the town centre not agreed.
Secondary schools									
Awaiting strategy development and confirmation of long-term requirements	Liaise with HCC	E	After 2018	HCC	£3.2m per 1FE additional capacity	Y	£17.44m	Developer contributions / HCC Capital Funding	Status changed to "essential" as relates to general mitigation rather than scheme specific. Cost estimate reduced. Unused 5FE school being held in reserve by HCC to meet future needs and cost of bringing this

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
HEALTHCARE									
Primary Care General Medical Services (GMS)									
1,815m ² of additional practice floorspace	NHS England standard assumptions	E	In line with new dev't	CCG	£4.72m	N	£4.72m (7600 x £621.00)	To be determined	Data now presented for 7600 homes. No change to base data from CCG. Provision is included in site specific s106 calculations for larger sites but this is yet to be committed.
Community Health Provision									
Includes children's services, adult and other services	Liaise with CCG	E	After 2022	CCG	£2.07m	Y (part)	£2.07m (7600 x £272.30)	CCG assumes developer funding though best solution to be determined	High level information given at request of CCG. Data now presented for 7600 homes. No change to base data from CCG.
Mental Health									
Includes inpatient and other facilities	Liaise with CCG	E	In line with new dev't	CCG	£1.53m	Y (part)	£1.53m (7600 x £201.75)	CCG assumes developer funding though best solution to be determined	High level information given at request of CCG. Data now presented for 7600 homes. No change to base data from CCG.
Other Secondary Healthcare									
									back into use assumed to 50% of new build.

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Replacement space for existing provision, to include HCC Public Health, Sexual Health Clinic requiring 5/6 clinical rooms, 2 counselling rooms and other facilities approx. 580sqm within Stevenage town centre	Stevenage First, phase 1 - Public Sector Hub Liaise with CCG	E	In line with new dev't (Public Sector Hub)	CCG	TBC	Y (part)	TBC	To be funded / cross subsidised by re-dev't of existing sites	Importance changed to "essential", though this reflects importance in terms of improving perceptions/ encouraging new investment/ unlocking land for dev't rather than an infrastructure requirement per se.
'Pooled' requirements arising from new development elsewhere within CCG area	Liaise with CCG / Local Planning Authorities	N/a	TBC	CCG	TBC	Y	TBC	Other authorities' infrastructure plans.	Importance changed to n/a. No additional requirements arise under this item from growth in Stevenage. Reflects role of Stevenage as a major town where it may be considered appropriate to provide services to a wider area than just the borough, but this is just for other authorities to determine in association with the infrastructure provider so that plan can reflect any specific land use requirements.
Acute Healthcare: Lister Hospital									

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Includes wards, theatres, accident and emergency space, outpatient suite and diagnostics.	Liaise with CCG	E	In line with new dev't	CCG	£19.83m	Y (part)	£19.83m (7600 x 2609.58)	CCG assumes developer funding though best solution to be determined	High level information presented at request of CCG to enable specific room/space requirements and their configurations to be decided by Commissioning and Provider clinicians. Data now presented for 7600 homes.
'Pooled' requirements arising from new development elsewhere within CCG area	Liaise with CCG / Local Planning Authorities	N/a	TBC	CCG	TBC		TBC	Other authorities' infrastructure plans.	Importance changed to n/a. No additional requirements arise under this item from growth in Stevenage. Reflects role of Stevenage as a major town where it may be considered appropriate to provide services to a wider area than just the borough, but this is just for other authorities to determine in association with the infrastructure provider so that plan can reflect any specific land use requirements.
Adult Social Care									

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Accommodation for approximately 200 persons over the plan period, primarily focussed on older persons.	Liaise with HCC / pop'n	E	To meet on-going demand	HCC	£12m	N	£6m	50% of future demand to be met commercially	No change
HCC will seek to relocate day service provision in the town centre	Stevenage First	D	In line with new dev't	HCC	£1m	Y (part)	£1m	To be funded / cross subsidised by redevelopment of existing sites	
GREEN INFRASTRUCTURE									
Amenity Greenspace - 9.3 hectares (ha)	Open Space Strategy	E	In line with new dev't	SBC	£186,000	Y	£0.19m	Developer contributions - physical provision or financial / New Homes Bonus	No change
Allotments - 1.9 hectares	Open Space Strategy	E	In line with new dev't	SBC	£190,000	Y	£0.19m	As above	No change
Natural and semi-natural open space - 30.1 ha	Open Space Strategy	E	In line with new dev't	SBC	£301,000	Y	£0.3m	As above	No change
Children and young-persons play - 12 facilities	Open Space Strategy	E	In line with new dev't	SBC	£480,000 - £960,000	Y	£0.96m	As above	No change
EMERGENCY SERVICES									
No requirements identified									No change
COMMUNITY & LEISURE FACILITIES									

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Libraries									
Refurbishment / relocation / re-provision of Town Centre library to provide improved and extended service (to include any requirements in response to future growth)	Liaise with HCC	E	TBC	HCC	£960,000	Y	£0.96m	HCC / Developer contributions	Status changed to "essential" as cost estimate is derived from HCC toolkit against future growth in Stevenage. Reflects role as cost estimate is derived against future growth and represents general mitigation against growth - albeit the specific proposals in the plan may lead to re-provision of existing facility.
Requirements arising from development around the town but outside of the Borough	Liaise with HCC	N/a	In line with new dev't	HCC / NHDC / EHDC	TBC	Y	TBC	Other authorities' infrastructure plans	Importance changed to n/a. No additional requirements arise under this item from growth in Stevenage. Reflects role of Stevenage as a major town where it may be considered appropriate to provide services to a wider area than just the borough, but this is just for other authorities to determine in association with the infrastructure provider so that plan can

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Sports and leisure									
Up to 2 x 4 or 5-court sports hall	Sports Facilities Strategy SFS	E	2021 - 2026 2031	SBC	£2.62m per facility	Y	£2.62m	SBC, HCC (where provided as community-use facility on school sites), developer contributions, commercial facility ³⁹)	No change
Additional indoor fitness provision	SFS	E	In line with new dev't	SBC	TBC	Y	£0	To be met commercially in response to demand	
Skate park facilities within major urban extension sites (west, north, south-east)	SFS	E	In line with new dev't	SBC	£125,000 per facility	Y	£0.38m	Developer contributions	
New cricket provision within development west of Stevenage	SFS	E	2026	SBC	£1,085,000	Y	£1.09m	SBC, England and Wales Cricket Board, Stevenage Cricket Club, developer contributions	

³⁹ The SFS suggests that the two future sites should be met on any new secondary school site and as a commercial facility respectively.

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Refurbishment / relocation / re-provision of swimming pool and 'leisure box' to provide improved and extended service (to include requirements in response to future growth)	SFS	E* / D	2017 - 2020	SBC	£12m - £15m	Y	£15m	SBC, Stevenage Leisure Limited (SLL), Developer contributions	No change although to be noted that re-provision of existing levels of facilities will be the substantive cost rather than mitigation of new development.
Indoor bowls centre	SFS	E / D	2017 - 2018	SBC	£1.75m	Y	£1.75m	SBC, bowls clubs, developer contributions (assumed at ~£400k in SFS)	As above
Full-size 3G football pitch	SFS	E / D	2019	SBC	£885,000	Y	£0.89m	SBC, Football Association, Football Foundation, developer contributions (assumed at ~£450k in SFS)	Broadly as above though new development deemed to account for around 50% of cost in SFS.
Skate park facilities at Hampson Park and St Nicholas Park	SFS	D	2017	SBC	£250,000	Y	£0.13m	SBC. Funding for first skate park agreed through new homes bonus.	
UTILITIES									
Water supply									

Appendix 1: Schedule

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Connections to new development	Water Cycle Strategy Review, Affinity Water Resource Management Plan	E	In line with new dev't	Affinity Water	To be determined on a site by site basis	Y	£0	Charges to be agreed and met directly between developers and Affinity Water.	No change
Waste water									
Long-term strategic solutions for waste water carriage and treatment	Liaise with Thames Water and other Local Planning Authorities	C*	In line with new dev't	Thames Water / Environment Agency	TBC	N	£0	The Council will continue to work with the water companies, Environment Agency and other planning authorities within the Rye Meads catchment to determine long-term infrastructure requirements	No change
Localised upgrade requirements	Liaise with Anglian Water and Thames Water	E	In line with new dev't	Anglian Water and Thames Water	TBC	Y	£0	Anglian Water and Thames Water	No change
Waste disposal									
Waste facilities to meet future needs	Waste Local Plan, Waste Site Allocations	D	HCC to decide	HCC	TBC	N	£0	The waste local plan and site allocations document identify the	No change

Project	Evidence base	Import. to Local Plan	Indicat. delivery date	Lead delivery agency	Cost est.	Funded / funding source known?	Outstanding funding requirement arising from SBC	Funding source	Notes
Gas/Electricity									
Electricity: New sub-station(s) and off-site network cables	HIIS	E	In line with new dev't	National Grid	TBC	Y	£0	National Grid / Developer Contributions	No change
Gas and electricity: Local upgrades, where required	HIIS	E	In line with new dev't	National Grid	Planned for on a reactive basis so cannot be specified at this time.	Y	£0	National Grid / Developer Contributions	No change

Appendix 2: Abbreviations

- CCG: East and North Hertfordshire Clinical Commissioning Group
- CIL: Community Infrastructure Levy
- DfT: Department for Transport
- EA: Environment Agency
- EHDC: East Hertfordshire District Council
- HCC: Hertfordshire County Council
- HCA: Homes and Communities Agency
- HE: Highways England
- HE: Historic England
- HHS: Hertfordshire Infrastructure and Investment Strategy
- LEP: Hertfordshire Local Enterprise Partnership
- LTB: Local Transport Board
- m: Million
- NHDC: North Hertfordshire District Council
- RIS: Route Investment Strategy
- SBC: Stevenage Borough Council
- SEP: Strategic Economic Plan
- SFS: Sports Facility Strategy
- WHBC: Welwyn Hatfield Borough Council

