

EAST HERTS COUNCIL

NON KEY DECISION TAKEN BY EXECUTIVE MEMBER

Record of decision made by the Executive Member pursuant to Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Reference Number:	<i>18/01</i>
Date of decision:	<i>22 January 2018</i>
Exempt information (Yes/No):	No
Subject:	Hertfordshire County Council: 'Hertfordshire's Draft Local Transport Plan' (LTP4) Consultation, November 2017
Authorised by Executive Member:	Cllr. Gary Jones Executive Member for Economic Development
Contact Officer:	Kevin Steptoe Head of Planning and Building Control
Decision:	That Hertfordshire County Council be informed that East Herts Council: (A) Generally supports the Themes, Objectives and Principles contained within the Draft 'Hertfordshire's Local Transport Plan' (LTP4) Consultation, November 2017, and the intention to support and help facilitate identified growth across the county to 2050;

(B) While fully supporting the aims of the draft LTP in respect of achieving modal shift, it is considered that the implementation of measures for individual towns will need to be fully considered on a case-by-case basis to ensure that the correct balance is reached between deterring increased levels of car usage and the need to support the economic vitality and viability of town centres. This is particularly true where towns support rural hinterlands, where little or no passenger transport journey alternatives to the car exist, and also where too draconian car parking regimes could result in shoppers and businesses choosing to use other towns.

(C) In order to help reduce the potential for significantly increased car journeys resulting from planned growth in the county, the LTP should contain a policy approach for major new housing development to require sustainable transport provision be made available to new residents from first occupation, so that green travel patterns are established from the outset. The County Council should also make a

policy commitment towards providing financial support where funding gaps from developer contributions for such implementation arise.

(D) Supports, in principle, the implementation of a Hertford Bypass in order to: accommodate growth identified in the emerging District Plan to 2033; improve air quality; reduce congestion; and, provide Hertford with the potential to become a Sustainable Travel Town. However, in the absence of any specific route being identified at this stage, the Council reserves its position in this respect.

(E) Strongly objects to the statement included under the 'Hertford Bypass' section (page 106) that:

"The scheme should enable further growth of Hertford beyond that currently included in the emerging East Hertfordshire Local Plan. This should be a consideration in the further development of the scheme given its potential to strengthen the case for the scheme and fund its delivery. As with other Sustainable Travel Towns this scheme also

provides the potential for greater housing density and car free development in the town, which should also be a consideration in Local Plan development.”

As it is the function of East Herts Council (as Planning Authority) to consider where any future development should be allocated in the District, it is therefore totally inappropriate for the County Council, which does not have such responsibilities, to include any statement in the LTP that could be perceived as pre-determining decisions around growth potential beyond 2033. Therefore, while wording around the need to ensure that growth currently identified in the emerging East Herts District Plan to 2033 can be accommodated and should be taken into account in respect of the evidence base towards the need for the provision of a bypass for Hertford, the statement currently included in the text should be deleted from any future iteration of LTP4.

(F) Supports the Corridor approach, particularly in respect of Corridors 4, 5 and 8, which apply to East Herts, but

considers that:

- (i) that the text of Corridor 4 should be expanded to include reference to supporting the aims of the London Stansted Cambridge Corridor (LSCC);
- (ii) the features of Corridor 5 should be expanded so that the second bullet point makes reference to Hertford (in order that the sustainable growth planned through the District Plan features in the same way as other proposed development e.g. in Ware), and further that the Hertford Bypass should be detailed; and,
- (iii) that, for Corridor 8, as previously stated in the Council's response to the 2016 Transport Vision 2050 Consultation, the LTP should make provision for a bypass for Standon/Puckeridge. This proposal, which has long been supported by the Council as a continuation of the Little Hadham bypass scheme, is considered vital to ensure that the A120 has long-term resilience to cope with the impacts of

a significant rise in traffic along this route caused by development proposals both in the county and wider locations, coupled with the likely effects of Stansted Airport's aspirations for passenger levels to increase to up to 43 mppa.

(G) Welcomes the inclusion of Bishop's Stortford, Hertford and Ware under 'Cycle Infrastructure Improvement Town initiatives', and requests that Buntingford and Sawbridgeworth should also be considered for inclusion in this approach.

(H) Under 'Transport Improvements to support new development' (p102), questions whether the delivery of a new link road between Widbury Hill and the A10, with necessary related junction improvements, as part of the development to the North and East of Ware should be included within the list of schemes.

(I) Welcomes the inclusion of Bishop's Stortford and Hertford under 'Sustainable Travel Towns' scheme

initiatives.

- (J) Supports the introduction of an 'A414 Bus Rapid Transit' scheme, but considers that this should be reworded to add more certainty around the future extensions to Hertford and Harlow, which should reference dependency on the delivery of the Hertford Bypass instead of 'potential'. Although slightly distant from the A414, consideration should also be given to the inclusion of Stansted Airport as an extension to the end point of this route, due to the significant transport hub and employment opportunities it offers.
- (K) In respect of 'New Rail Stations to Investigate', generally supports the inclusion of additional rail stations at both Turnford and Park Plaza, provided that the introduction of these would not negatively affect the provision of West Anglia services to stations in East Herts, particularly in relation to frequency of service on the Hertford East branch line.
- (L) Objects to the draft LTP in respect of how, despite identifying shortfalls in bus

provision and risk of social exclusion in rural areas, it largely ignores the needs of rural communities and is currently deficient in respect of inclusion of measures that would enable sustainable journey choices to be made. It is unacceptable that over a third of the county will have no targeted schemes to reduce trip generation (which impacts on urban settlements) through sustainable journey improvements. The Council therefore requires that an additional section be added to the LTP detailing a strategy for rural communities. This should include support for innovative solutions, e.g. demand responsive services; community transport initiatives; and, the potential to introduce 'mini park and ride' schemes to provide access to, and increase patronage of, bus services around hub and spoke principles, etc.

(M) Considers that the text of the third paragraph on page 71 should be updated in respect of Stansted Airport to reflect MAG's stated aspirations to expand to around 43 million passengers per annum, with a planning application expected shortly, and also to refer to the

	<p>recent permission granted for a new arrivals building.</p> <p>(N) Brings to the County Council's attention that, on page 47, there is a cross-referencing error in the sixth paragraph "[see page 41]", where that page does not contain the strategic spatial options discussed.</p>
Reason for Decision:	To ensure that East Herts Council's views in response to the consultation are taken into account by HCC's prior to the finalisation of LTP4.
Details (if any) of alternative options considered and rejected:	None
Any declarations of conflict of interest and/or dispensations granted:	None
Linked to Corporate Priority:	<p>Priority 1 – Improve the health and wellbeing of our communities</p> <p>Priority 2 – Enhance the quality of people's lives</p> <p>Priority 3 – Enable a flourishing local economy</p>
Finance Officer consulted:	N/A
Legal Officer consulted:	N/A
Other Officers consulted:	Liz Watts, Kevin Steptoe