

Essential Reference Paper 'B'

A414 Corridor Strategy Consultation

East Herts Council Schedule of Factual Inaccuracies, Areas Requiring Further Clarification, Minor Issues, and Typographical Errors

Page No.	Issue
11 Diagram notation	Incorrect information provided as London Colney is a large village, not small town
222 Before PK22 table	Unfinished sentence ending in "what" needs to be completed.
234 First paragraph	Incorrect information provided, as travel to Stansted Airport from Hertford East by rail has not been possible via Broxbourne for some time as the few trains that run from there early am do not allow for connection from Hertford East to meet them. A connection from Hertford East to Stansted is only possible via Tottenham Hale so text should be revised to reflect this.
234 Segment 11 Summary Table Walking/Cycling	End of sentence should have "Way)" added for accuracy.
235 Place and Movement Assessment	Plan shows "Cycleways crossing the A10 (separate from main carriageway)", but there are no cycleways that cross the A10 itself and the cycleway that runs along the tow path below it is grade separated from it by a considerable height. Plan should be amended to avoid misinterpretation.
238 Planned growth in population around Hertford and beyond	First line – District Plan should read "Adopted" not "Pre-Submission".

<p>238 Planned growth in population around Hertford and beyond</p>	<p>Second line – text is not factually correct as the 500 additional homes at Ware (beyond the 1,000) have the potential to come forward during the Plan period, subject to satisfactory transport mitigation, so should not state that this additional development would only be beyond 2033.</p>
<p>238 Planned growth in population around Hertford and beyond</p>	<p>Diagram – for accuracy a comma should be inserted after “500”. May also wish to consider adding in the 2,550 (1,350 of which is in East Herts) as the roundabout that is adjacent to the development is clearly shown.</p>
<p>238 Planned growth in population around Hertford and beyond</p>	<p>Birchall Garden Suburb – the proposed cross boundary development of 2,550 (1,350 of which is in East Herts) should be included as the roundabout that is adjacent to the development is clearly shown on the plan and is a similar distance from the centre of Hertford as the Ware development.</p>
<p>254 Segment 12 Summary Table Key Infrastructure and Services Highway</p>	<p>Second bullet – Unfinished sentence ending in “parallel route to” in need of completion.</p>
<p>257 Planned growth in population around Hertford and beyond</p>	<p>First line – District Plan should read “Adopted” not “Pre-Submission”.</p>
<p>257 Planned growth in population around Hertford and beyond</p>	<p>Second line – text is not factually correct as the 500 additional homes at Ware (beyond the 1,000) have the potential to come forward during the Plan period, subject to satisfactory transport mitigation, so should not state that this additional development</p>

	would only be beyond 2033.
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257 Planned growth in population around Hertford and beyond	Birchall Garden Suburb – the proposed cross boundary development of 2,550 (1,350 of which is in East Herts) should be included as the roundabout that is adjacent to the development is clearly shown on the plan and is a similar distance from the centre of Hertford as the Ware development.
292 Segment 14: A10-Harlow	Paragraph 4 – This incorrectly suggests that the Gilston Area comprises 16,000 homes north of Harlow and the A414. The Gilston Area forms just one of the new Garden Communities planned on the edges of Harlow which together with the existing Harlow New Town form the Harlow and Gilston Garden Town. The Gilston Area has been allocated through the East Herts District Plan (adopted in October 2018) to accommodate 10,000 homes with at least 3,000 homes delivered by 2033.
292 Segment 14: A10-Harlow	Paragraphs 4 and 5 – Gilston is an existing village north of Harlow and it is suggested for clarity that reference should be made to the Gilston Area Allocation when referring to the development of the East Herts District Plan allocation GA1. This term should then be applied consistently throughout the Strategy document.
292 Segment 14: A10-	No reference is provided around the impact of the congestion at the Eastwick

<p>Harlow Summary Table, Segment Challenges, Highway Issues</p>	<p>Roundabout on connecting routes such as the High Wych/Eastwick Road during peak hours due to journeys between Sawbridgeworth, Harlow and the Hertford towns to the west, the Strategy should acknowledge that all traffic is not travelling to and from Harlow Town at this junction.</p>
<p>292 Segment 14: A10- Harlow Summary Table, Segment Challenges, Public Transport Issues, BP 2</p>	<p>There are two rail stations in Harlow which are adjacent to the existing town, the statement is therefore unclear and should be clarified as to what specific areas of the town are deemed inaccessible.</p>
<p>294 Place and Movement Assessment</p>	<p>The arrow indicating the site for major new housing led development at Gilston (Area) is unclear and should be indicated by other means as it is presently only centred on the eastern most one of seven planned new villages. The Council would refer HCC to Figure 11.2 of the East Herts District Plan in this respect.</p>
<p>294 Place and Movement Assessment</p>	<p>The Plan includes an arrow suggesting a potential link road to the M11 J7a however does not identify the potential new M11 J7a itself or the potential routes of an Eastern or Western new River Crossing. The plan should be clarified as to whether it is an assessment of the current situation or whether it is including potential future changes, in which case it should show all proposed changes.</p>
<p>295 Segment 14: A10- Harlow</p>	<p>It is considered that, as the improvements listed are not specific to the Gilston Area Allocation but are linked to the delivery of the</p>

<p>Package 30 Table, Row1, Name</p>	<p>Garden Town as a whole, this should be clarified.</p>
<p>295 Segment 14: A10- Harlow Package 30 Table, Row1</p>	<p>First bullet point – the Council is unaware that an assessment has been undertaken or decision made that the new second river crossing would be designated as the A414. The Council would like to understand from HCC what process has or will be undertaken in determining whether the designated route for the A414 is changed, what factors this will consider (including design, given that the HCC is not intending to be the applicant), and what consultation will be undertaken in relation to this. To date, HCC has indicated to the Council that no decision had yet been made on this.</p>
<p>295 Segment 14: A10- Harlow Package 30 Table, Row1</p>	<p>Second bullet point – the Council is unaware of an intention by HCC to close the existing (Fifth Avenue) river crossing to traffic to become a route for sustainable traffic only. The Council’s understanding is that the existing capacity would be retained with the expansion being dedicated to sustainable modes including walking, cycling and dedicated public transport lanes. The Council would seek to understand from HCC what decision has been made on this, as this is not consistent with the advice that is being provided by County officers through pre-application discussions with the applicant.</p>
<p>297</p>	<p>Paragraphs 2 and 3 – The East Herts District Plan Infrastructure Delivery Plan (IDP) indicates that the new second River Crossing is expected to be funded by development within the Garden Town. A Garden Town IDP is being prepared to cover all infrastructure</p>

	<p>delivery across the Garden Town, and it is advised that the specific reference to the second River Stort crossing is removed from these paragraphs.</p>
298	<p>The East Herts District Plan allows for the new Second Stort Crossing to be delivered either to the east or the west of the existing crossing. Essex County Council has indicated a strong preference for an eastern option which is the form that is currently being prepared by applicants; however, the Strategy should reflect this.</p>
299	<p>Paragraph 2 – The Council acknowledges the potential use of bus priority, but would advise that current advice from the County Officers in relation to pre-application work on the Gilston Area Outline Planning Applications indicates that through traffic will be encouraged to use the new spine road in the development. This is so that private motor-vehicles would use the eastern and western access junctions to relieve pressure on the proposed central access at the Fifth Avenue Crossing, which may be restricted. Therefore, this would not be consistent with the suggestion of restricting through movement and it is suggested that this example (i.e.) be omitted.</p>
299	<p>Paragraph 3 – See comments above in relation to the future use of the Fifth Avenue crossing and the designation of the new river crossing.</p>
299	<p>Paragraph 4 – This statement should be clarified to explain that the additional travel demand will be generated by the development across the Garden Town as a</p>

	whole and not solely due to the Gilston (Area) development.
305 Why a Mass Rapid Transit in Hertfordshire is needed	Second bullet, final line – typo – text should read “no worse than they <u>are</u> today”, not “ <u>is</u> ”.