

Infrastructure Delivery Plan for North Hertfordshire

2011 to 2031

North Hertfordshire District Council

January 2013

Contents

1. Executive Summary	3
2. Introduction	10
3. Background.....	12
4. Profile of North Hertfordshire.....	19
5. Planned Growth	23
6. Methodology	27
7. Limitations of this IDP	31
8. Existing and Future Infrastructure Provision	32
9. Schools	33
10. Extended Services	48
11. Community Centres and Halls.....	52
12. Sports Facilities	61
13. Youth Provision.....	65
14. Play Provision	73
15. Libraries	79
16. Adult Care	84
17. Police	87
18. Fire and Rescue Services	90
19. Ambulance Services	92
20. Healthcare	93
21. Public Realm	106
22. Strategic Transport	110
23. Waste.....	137
24. Utilities: Gas and Electricity.....	141
25. Water Provision and Sewage Infrastructure	147
26. Green Infrastructure	153
27. Broadband and Telecommunications.....	162
28. Delivery of Infrastructure.....	167
29. Strategic Sites.....	187
Appendix A - Growth and Population Projections.....	193
Appendix B - Household Size for Population Projections.....	196
Appendix C - Views of Parish and Town Councils and other forums on current infrastructure provision in their area.....	197
Appendix D - Expansion Potential of Existing Schools.....	212
Appendix E - Consultation on Broadband within the Rural Areas .	215

1. Executive Summary

- 1.1 North Hertfordshire District Council has prepared this Infrastructure Delivery Plan (IDP) to understand what infrastructure is needed to support growth within the district from 2011 to 2031. This includes education, health, transport, green infrastructure, utilities and community facilities amongst other things. It will be used as evidence for the Local Plan (LP), the Community Infrastructure Levy (CIL) that the Council will be implementing in 2014/15 and Section 106 Planning Obligations. Over a twenty year period, North Hertfordshire's emerging option for its Local Plan is to grow by a potential 10,700 dwellings. This number has yet to be finalised and could change following further consultation on growth within the district in early 2013. There will also be an increase in employment and retail over the plan period.
- 1.2 The Council has worked with a number of service providers over a two year period with a range of options to understand their requirements. Within this time the amount of growth within the district has been uncertain and has changed, due to changes in government, consultation and a overhaul of the planning system. If the amount and location of planned growth changes further, as it has done in the past, then so too will the infrastructure requirements, as the two are intrinsically linked. This document may therefore be subject to change periodically. It will not be a static document for the whole plan period of the Local Plan.
- 1.3 The report is divided into a number of sections. These are summarised below:
- 1.4 **Section 2: Introduction** – This section provides a definition of infrastructure as set out in the Planning Act 2008. It also explains that affordable housing is not dealt with in this IDP, as it is generally provided for as part of developments in accordance with policy.
- 1.5 **Section 3: Background** – This section provides a context for the IDP and introduces the Localism Act and the National Planning Policy Framework (NPPF) that have recently been implemented. The delivery of infrastructure remains an important part of the planning system and the NPPF reinforces this. Planning Policy Statement 12 – Local Spatial Planning, which formed the original advisory framework for this IDP, has been revoked and this IDP has been updated to reflect the NPPF.

This section also explains the use of planning obligations (s106), as means of delivering infrastructure and the implementation of the Community Infrastructure Levy (CIL) for funding infrastructure. In 2014 the CIL regulations will restrict the 'pooling' of planning obligations to only allow a maximum of five developments to contribute to any particular item of infrastructure. This will restrict the Council's current practices. Therefore, a CIL will need to be adopted to collect funds towards addressing the cumulative impact of growth on infrastructure. Section 106 will still have a role to play in delivering on-site infrastructure and site specific mitigation measures.

- 1.6 **Section 4: Profile of North Herts** – This section provides a context in relation to the district such as the physical profile of the area, its population, the housing market and employment.
- 1.7 **Section 5: Planned Growth** - This section identifies the emerging growth assumptions within the district and the changes that have taken place in relation to government policy. This IDP uses this, together with emerging targets for retail and employment, as a basis for assessing future infrastructure requirements.
- 1.8 The potential 10,700 dwelling figure alone is not helpful for infrastructure purposes as it is too general. Different locations of growth are likely to have different impacts and requirements. The IDP analyses the growth in relation to possible locations of development where sites have been investigated. They have been split into strategic sites (those of more than 1,000 dwellings) and non-strategic sites (those with fewer than 1,000 dwellings). Whilst, the configuration of sites has yet to be decided and will soon be the subject of consultation, the IDP has made some assumptions based on the Council's Strategic Housing Land Availability Assessment (SHLAA), December 2012 and sites that could possibly come forward. A breakdown of assumptions for the IDP is identified in Appendix A. It is to be noted that these sites have not been agreed by the Council and are subject to the outcomes of the current consultation on Housing Options.
- 1.9 The SHLAA ranks non-strategic sites in order of priority, with Priority 1 sites being those considered most likely to be acceptable for allocation and Priority 3 sites being those considered least likely to be acceptable in planning terms or public reaction based on previous consultations. Despite this ranking in the SHLAA, it is important to note that no formal decisions have yet been taken with regard to any sites.

However, for some purposes this IDP needs to make assumptions about how much growth might arise in particular settlements or from particular types of site. Where this is the case, this IDP has assumed that the Priority 1 and Priority 2 sites from the SHLAA will be developed, but not the Priority 3 sites. Excluding the priority 3 sites, the maximum amount of development which could be delivered from non-strategic sites is only about 4,500 dwellings. Therefore, there will be a need for strategic sites to make up the total number of dwellings to reach the potential target. This could potentially be 6,200 dwellings to reach the potential 10,700 figure. A revised version of this IDP will be prepared to accompany the next draft (proposed submission) of the Local Plan, which will take into account whatever decisions have been made with respect to the precise mix of sites chosen for allocation.

- 1.10 **Section 6: Methodology** – This section outlines population figures and potential phasing of sites. It also explains how the Council has worked with infrastructure providers to understand what is likely to be required as a result of growth. Parish and Town Councils were asked for their opinions in relation to existing provision to build up a picture of the district. This initial consultation with the community will begin to help with how the ‘meaningful proportion’ of CIL will be spent in the neighbourhoods and inform service providers of the communities’ needs.
- 1.11 Converting the number of dwellings into the possible increase in number of people (population growth) is detailed in Appendix A.
- 1.12 The figures provided in the IDP include permissions that have already been granted and completions 2011/12. This amounts to approximately 1,220 dwellings. These have been included in calculations as it is important to gain a strategic understanding of the requirements over the plan period to ensure that these can be looked at strategically. Many of these permissions have either already contributed to the infrastructure requirements through planning obligations (s106) or will do so once development takes place at these sites.
- 1.13 **Section 7: Limitations of this IDP** - It is difficult to predict what may happen in twenty years time due to unforeseen and unpredictable changes in circumstances. Government changes, particularly in relation to funding and reorganisation of many services has added to the uncertainty of providing infrastructure. In addition, many projects are

reliant on the location, layout, phasing and details of particular schemes. This is not always known in the early phases of planning and once more detail is known some of the requirements may change. For these reasons, the IDP will need to be reviewed alongside appropriate mechanisms for delivery. The Council will need to put in place formal arrangements for ensuring infrastructure is delivered by the relevant bodies which will take into account more details when they are known.

- 1.14 **Sections 8 to 27: Existing and Future Infrastructure Provision** – These sections identify current infrastructure provision and what additional infrastructure is needed to support potential growth, together with any known costs. The findings are briefly outlined below:
- 1.15 **Section 9: Schools** – At primary school level, Royston has capacity to cope with additional growth. Hitchin, Letchworth and Baldock will require additional provision. The strategic sites potentially need to have up to four new schools on-site and some off-site provision. Some of the rural areas will need to expand their schools.
- 1.16 For secondary school level, Royston has capacity to cope with additional growth. Letchworth has some capacity up to 2020/21 with additional provision required thereafter. Hitchin will need to expand its existing schools. Baldock has only one secondary school which is on a restricted site. It will either need to expand or be relocated. There will either need to be a new secondary school in relation to the strategic sites or additional capacity provided at existing schools. This will depend on the locations chosen for the strategic sites.
- 1.17 With regard to nurseries, Baldock has capacity. Elsewhere additional nursery places will be required. The strategic sites will need to either provide nursery places on-site if they are large enough or contribute off-site. Nursery places are likely to be provided in conjunction with the primary school(s).
- 1.18 **Section 10: Extended Services** – New children’s centres would need to be provided on the larger strategic sites.
- 1.19 **Section 11: Community Halls** - Most of the existing facilities have capacity to cope with additional demand. Some existing centres will need improvements and additional growth will put pressure on these. New community centres will need to be provided for the strategic sites. Enhancements to the Town Hall at Royston may be required as part of the proposed Royston Town Hall/Civic Centre

Development Brief. In addition, consideration of the co-location of a new community hall facility with other services to address a deficiency in distance standards in Baldock that would be exacerbated by possible development. There has recently been an extension to the existing Great Ashby Community Centre which will help in relation to recent growth that has already taken place in this area.

- 1.20 **Section 12: Sports Facilities** - Hitchin Swimming Centre improvements and redevelopment or enhancements to North Herts Leisure Centre. Sports provision will need to be reviewed in relation to the strategic sites.
- 1.21 **Section 13: Youth Provision** - A need has been identified in each of the four towns. The strategic sites will also need to provide for youth, either on or off-site. Provision is likely to form part of any new community centre if on-site.
- 1.22 **Section 14: Play Provision** - One additional Play Rangers Team and Community Play Team will be required for the district as a whole.
- 1.23 **Section 15: Libraries** - Improvements have been identified at libraries in each of the four towns and the mobile library. In addition, strategic sites would need to contribute to improvements to existing libraries.
- 1.24 **Section 16: Adult Care** - Flexicare and Extra Care Schemes will need to be provided on-site for the larger developments.
- 1.25 **Section 17: Police** - A Safer Neighbourhood Policing Team Base in Baldock and the large scale strategic developments will be required.
- 1.26 **Section 18: Fire and Rescue Services** - No additional provision required. However, the capacity of the Hitchin Station will be need to be looked in more detail if strategic development at Hitchin is pursued.
- 1.27 **Section 19: Ambulance Services** - No additional provision identified.
- 1.28 **Section 20: Healthcare** - New healthcare centres are likely to be required for the large scale strategic sites. Extensions to existing surgeries at Royston, Baldock and Letchworth. Intermediate and Community Care together with Mental Health improvements for the district as a whole. The NHS currently has a programme for substantial change at Lister and QE2 Hospitals, part of which has already been

implemented. This programme already takes into account potential growth over a wide area.

- 1.29 **Section 21: Public Realm** - Improvements in Royston and Hitchin. Improvements to neighbourhood areas district wide.
- 1.30 **Section 22: Strategic Transport** - Smarter Choices and sustainable transport measures district wide. Substantial mitigation schemes at Hitchin and junctions relating to the A1(M). Mitigation relating to possible strategic employment at Baldock and Royston.
- 1.31 **Section 23: Waste** - Strategic local authority waste collection facility, location not yet known. An additional householder waste collection round for the district. The provision of householder recycling facilities, district wide. On-site provision relating to waste/recycling for the strategic sites.
- 1.32 **Section 24: Gas and Electricity** - Reinforcements to North Hitchin primary electricity substation and network reinforcements in relation to the employment sites at Cadwell Lane, Hitchin and Royston. Reinforcements to the network to serve Letchworth, Baldock and Royston. A new primary substation at the Letchworth Grid to support possible growth in Baldock. Reinforcement of the gas pressure network in Baldock. Extensive reinforcement if there are strategic sites at North and/or North East Stevenage.
- 1.33 **Section 25: Water and Sewerage** - No capacity issues in relation to water supply. New schemes will need to implement Sustainable Urban Drainage Systems (SUDS) to minimise water usage and impacts on supply. There are capacity issues in relation to Royston Sewage Treatment Works and Rye Meads and upgrades will be required. Strategic sites are likely to require sewerage infrastructure and possible solutions need further discussion with the Environment Agency and the water companies. They have indicated that technical solutions are possible.
- 1.34 **Section 26: Green Infrastructure** - Much of the green infrastructure will be provided for on-site for the larger schemes. The need for additional sports pitches and allotments has been identified. For many areas it is likely that improvements will be made to existing facilities as there is a lack of space to provide more. Within Letchworth there are opportunities to provide additional pitches as part of the redevelopment/enhancement of the North Herts Leisure

Centre. In addition, Baldock could accommodate some more pitches in the areas where there could potentially be growth of a size to require on-site provision. The large scale strategic sites are also likely to need for pavilions associated with sports pitches.

- 1.35 In addition to the above, there is a need to improve nature reserves, create urban greenways around Hitchin, Baldock and Royston and improve accessibility to green space within the district.
- 1.36 **Section 27: Broadband** - Improve provision within the rural areas.
- 1.37 **Section 28: Infrastructure Delivery** - This section summarises the requirements into an Infrastructure Delivery Schedule. This provides details in relation to potential phasing, funding, the main delivery bodies and costs.
- 1.38 **Section 29: Strategic Sites** - This section looks at the possible strategic sites in more detail, based on the seven sites that have been promoted by developers to the Council.
- 1.39 This IDP combines the requirements of many different service providers into one document. This should draw together opportunities for everyone to understand each others areas of expertise, which in turn should open up additional links between these and lead the path to a more joined up way of delivering infrastructure.
- 1.40 This IDP has been prepared at a time of significant funding restraint, particularly following the austerity measures brought in by the government. Many service providers have been unable to be certain about what funding can be obtained over such a long time period and some have unrealistic expectations of what may be collected through the CIL. In addition, the amount that developers can contribute has reduced due to the economic downturn. The Council and service providers will have to prioritise and work within these restraints to deliver what they can. The IDP provides a sound basis for working towards implementing schemes and providing evidence for potential forms of funding. There will clearly be a need to prioritise.

2. Introduction

- 2.1 This Infrastructure Delivery Plan (IDP) identifies what infrastructure is likely to be required to support the population and growth in housing, retail and employment within the district up to 2031 for North Hertfordshire. It includes a review of existing infrastructure provision and plans, such as utilities, schools, health, sports facilities, transport and green infrastructure. It will form an evidence base to support base the Local Plan, in particular in terms of delivery, and provides a basis for future service planning. It will also be used to justify the need for the Community Infrastructure Levy (CIL) within the district and support negotiations on s106 planning obligations.
- 2.2 Discussions have taken place with a variety of infrastructure providers both within the Council, the County Council and external organisations in order to ensure a comprehensive understanding of what is needed. This process has enabled them to think more strategically in terms of future provision and the challenges brought about by significant growth in the long term. This IDP brings all these agencies plans together in one document. This should encourage inter-relationship between parties and provides an opportunity to share information and possibly infrastructure.
- 2.3 This document has been written during a time of significant change, with the Government seeking to reform many of the public services that are responsible for providing and planning infrastructure. This is likely to have an impact on provision, delivery, funding and how the relevant organisations are able to respond in relation to future growth. In addition, it is often difficult to be certain about infrastructure requirements so far into the future, as the detail of many development schemes is not currently known. Therefore, this IDP is intended to be a document which is regularly updated given the uncertainty and fluid nature of planning for infrastructure.
- 2.4 The report is divided into a number of sections:
- Section 3 provides background to this IDP;
 - Section 4 provides an idea of the profile of the area;
 - Section 5 identifies the growth assumptions within the district;
 - Section 6 relates to methodology;
 - Section 7 outlines the limitations of this IDP;

- Sections 8 to 27 identifies current infrastructure provision and what additional infrastructure is needed to support growth together with any known costs;
- Section 28 suggests ways in which the infrastructure may be delivered including an Infrastructure Delivery Schedule; and
- Section 29 identifies possible strategic sites currently being promoted by developers and potential infrastructure requirements.

Definition of Infrastructure

2.5 The term 'infrastructure' covers a wide range of services and facilities provided by public and private agencies. The 2008 Planning Act sets out a list of what infrastructure includes:

- roads and other transport facilities;
- flood defences;
- schools and other educational facilities;
- medical facilities;
- sporting and recreational facilities;
- open spaces; and
- affordable housing.

2.6 It should be noted that this is not definitive and only outlines what infrastructure includes. The list of infrastructure is expanded further in the National Planning Policy Framework, as outlined in paragraph 3.4 of this IDP.

2.7 Affordable housing is generally provided as part of developments in accordance with policy. It is therefore not dealt with in detail in this IDP. The need for flood defences is covered in the North Hertfordshire Strategic Flood Risk Assessment.

2.8 There are a number of ways in which infrastructure can be provided. Options for delivery of infrastructure can include:

- Providing new infrastructure;
- Using existing assets better and more efficiently; or
- Co-location and co-ordination with service providers and partners.

3. Background

The Localism Act

- 3.1 Following the General Election in May 2010 the Government made it clear that the planning system was to change and announced its intention for local people to be more involved in the future of their areas, under what is termed 'localism'. One element of localism would be for local people to prepare a neighbourhood plan for their area alongside the existing system of plan preparation prepared by local authorities. The Government also announced incentives for development such as the New Homes Bonus and a proportion of the Community Infrastructure Levy to go to Parish Councils. Regional Spatial Strategies are also being abolished to enable local councils to make their own decisions on housing targets. The legislation bringing many of these changes into effect is the Localism Act 2011. Most of the Act's provisions with respect to the planning documents took effect from April 2012.

National Planning Policy Framework

- 3.2 The delivery of infrastructure has always been a consideration in the planning system, but became increasingly important with the publication of Planning Policy Statement 12 – Local Spatial Planning (PPS12) in 2008. Following the advice of PPS12, the Council set to work on this IDP in order to support the emerging Core Strategy which set out growth targets for the district. Drafting work on the Core Strategy (now part of the new emerging Local Plan) and this IDP have undergone a number of versions following the Government's announcements to change the planning system through the Localism Act and implementation of a National Planning Policy Framework. The main changes to drafting have been as a result of different emerging growth figures for the district, as discussed in more detail in Section 5 of this document.
- 3.3 The National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's planning policies and how they are expected to be applied. Most of the previous planning policy statements, guidance and circulars have been revoked and replaced by this recently published Framework. This includes PPS12 which was used as the original framework for this IDP. Nevertheless, the NPPF has continued the emphasis on infrastructure planning and delivery in the planning system.

The drafting of this IDP has been amended to take into account the NPPF.

3.4 Planning positively for sustainable development is a key message set out by the Government in the NPPF. Planning for infrastructure forms a part of this. Paragraph 162 of the NPPF states that local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands. Paragraph 162 specifically identifies the following for assessment:

- Transport
- Water supply
- Wastewater and its treatment
- Energy (including heat)
- Telecommunications
- Utilities
- Waste
- Health
- Social care
- Education
- Flood risk and coastal change management

3.5 Whilst not specifically included in the NPPF infrastructure assessment list as outlined above, other community facilities are given importance in the NPPF and linked to the health and wellbeing of communities. One of the Core Planning Principles set out in paragraph 17 of the NPPF states that planning should:

"Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."

3.6 The NPPF's Section 8 – Promoting Healthy Communities, is important in this regard, as it emphasises that planning authorities should plan positively for the provision of community facilities to enhance sustainability of communities and residential environments. Paragraph 73 also includes a requirement to assess the need for open space, sports and recreational facilities and opportunities for new provision. In addition, paragraph 171 states that local planning authorities should work with health organisations to understand and take account of the health status and needs of the local population (such as sports, recreation and places of worship).

- 3.7 In view of the above, this IDP also includes community facilities, sports provision and green infrastructure in its assessment.
- 3.8 The NNPF requires plans to be deliverable. Therefore, the costs of infrastructure requirements in any policies need to be taken into account. This IDP, where possible, gives an indication of costs and how things may be delivered to assist in this.

Planning Obligations and the Community Infrastructure Levy

- 3.9 Ensuring that new development contributes to the cost of meeting the infrastructure needs of the resulting community has traditionally been dealt with through planning obligations entered into under section 106 of the Town and Country Planning Act 1990. The Council has a Planning Obligations Supplementary Planning Document (SPD)¹. It sets out the process in which landowners/developers are currently expected to contribute financially or 'in kind' to improvements or new infrastructure required as a result of their development. It seeks to address the cumulative impact of development by setting a 'standard charge' for each item of infrastructure which directly relates to the size and number of dwellings.
- 3.10 After the SPD was adopted in 2006, the previous Government introduced reform to the planning obligation system through the introduction of the Community Infrastructure Levy (CIL) in the Planning Act 2008. This was implemented through the Community Infrastructure Levy Regulations 2010 (as amended) (CIL Regulations)². Local authorities can choose to implement the CIL and will be able to levy a charge on most types of development to help with the costs of infrastructure required as a result of planned growth in the development plan. The concept of development meeting the infrastructure needs in which it is located is not new, as outlined in the planning obligations paragraph above. However, one of the main differences between the current planning obligations regime and CIL is that CIL does not require a contribution to be directly related to the infrastructure needs arising from the specific development.

¹ Planning Obligations Supplementary Planning Document – Adopted November 2006

² These regulations have now been amended by The Community Infrastructure Levy (Amendment) Regulations, 2011 and The Community Infrastructure Levy (Amendment) Regulations, 2012.

In seeking planning obligations local authorities must ensure that they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

3.11 In 2014 the CIL regulations will restrict the 'pooling' of planning obligations to only allowing a maximum of five developments to contribute to a particular item of infrastructure. This will restrict the Council's current practice of collecting a number of contributions and pooling them together and has implications for the tariff approach in the SPD after 2014. Therefore, the CIL approach is likely to be adopted for 'pooling' funds to address the cumulative impact of development. Other planning obligations that would generally be site specific, such as on-site infrastructure for major development, are likely to still be dealt with under the s106 obligation system. The existing Planning Obligations SPD will be replaced with a Developer Contributions SPD to reflect these changes.

3.12 The Council will also need to go through the formal examination process of adopting a CIL 'Charging Schedule' once there is an up-to-date development plan. This IDP will provide evidence for the Charging Schedule, in terms of what infrastructure is required as a result of growth within the district. It also provides evidence for current negotiations on s106 planning obligations, it supports the current SPD and will be useful in any future reviews.

3.13 Stakeholder consultation is likely to be early 2013 for a CIL Preliminary Draft Charging Schedule.

3.14 The Government is currently committed to retaining but reforming CIL. The latest amendments most notably make provision for CIL funds to also be spent on improvements, replacement, operation and maintenance, as well as the provision of infrastructure.

A meaningful proportion of CIL receipts to be passed to Parish or Town Councils

3.15 The Planning Minister has recently announced³ that areas where there is an adopted Neighbourhood Plan will receive

³ Planning Minister, Nick Boles, Housing the Next Generation Speech at the Policy Exchange, 10 January 2013.

25% of CIL revenue from development. Those without an adopted Neighbourhood Plan will receive 15% with a cap of £100 per existing household. This is known as a 'meaningful proportion' of CIL funds to spend on projects in the local area.

Working with Other Agencies and Bodies

- 3.16 In areas where significant growth occurs it is important to ensure that the discussions take place with those involved in providing infrastructure. A number of different agencies are responsible, each having their own priorities and plans and these are explored in more detail later on in the IDP. In recent years these agencies have been working more closely together to achieve the vision for North Herts through the North Herts Partnership and the Sustainable Community Strategy.

Sustainable Communities Strategy – 2009-2021, North Hertfordshire Partnership (reviewed 2012)

- 3.17 This document sets the long term vision for the district to 2021 by seeking to make '...North Herts a vibrant place to live, work and prosper'. It outlines that members of the North Herts Partnership (NHP), who own the document on behalf of the community, are committed to making a positive difference for the people of North Hertfordshire. The key priorities in the strategy need to be taken into account in this Council's strategic planning, corporate business planning processes and the other agencies work programmes. Members of the NHP include statutory, community and voluntary sector partners.
- 3.18 The North Herts Sustainable Communities Strategy (SCS) has recently been reviewed to incorporate and reflect the latest priorities for the district and ensure they reflect the changing nature of the district based on latest data and demographic needs. There is also an increasing need for partners to identify those areas which were traditionally part of the original SCS and now form part of the new requirements for the County Health and Well Being Strategy, Joint Strategic Needs Assessment and Community Safety Plan. A revised set of priorities for the NHP and action list is currently under discussion with partners for adoption and delivery in early 2013.
- 3.19 This Sustainable Community Strategy, will be delivered by a new, more streamlined NHP, with the intention that this releases partner and council capacity to take on new

activities, including the new health and public health responsibilities required from April 2013. The North Herts Partnership is also awaiting the anticipated legislative changes referred to within the Localism Act, which propose the removal of the existing statutory duty to develop and deliver a Sustainable Community Strategy, with those changes due sometime in 2013.

- 3.20 This IDP therefore takes into account the key priorities of the Sustainable Community Strategy, including its latest revisions, and will ultimately reflect any future legislative changes in regard to Sustainable Community Strategies and associated partnership working.

Strategic Infrastructure and Local Enterprise Partnerships

- 3.21 Local Enterprise Partnerships (LEPs) have been set up to promote economic development through a strategic approach to planning, transport and infrastructure delivery. LEPs are business-led partnerships responsible for growing the economy and creation of new jobs, whilst also seeking to remove barriers to growth. North Hertfordshire is covered by both the Hertfordshire LEP and the Greater Cambridge – Greater Peterborough LEP.
- 3.22 The NPPF requires local planning authorities to take into account the need for strategic infrastructure. At this stage these are not fully known. There may be strategic infrastructure requirements identified by the LEP in the future that will need to be taken into account in revisions to this IDP. The Hertfordshire LEP has identified one of its four sub-groups to specifically look at Strategic Infrastructure. Work on this issue will involve a collaboration of authorities within the LEP.
- 3.23 In 2009, the Hertfordshire Infrastructure and Investment Strategy (HIIS) was commissioned by the County Council and the ten Hertfordshire District and Borough Councils. It addressed the infrastructure implications of the East of England Plan which required significant growth within Hertfordshire to 2021 and beyond. (Further discussions relating to the East of England Plan and growth are covered in Section 5). The HIIS mainly concentrated on strategic infrastructure requirements and the growth areas. Due to a number of differences between the authorities, local issues were not able to be covered in enough detail to provide a robust evidence base for the LDF and circumstances have changed again since publication of the HIIS. However, the

evidence within HIIS is useful as it has formed a starting point for many of the discussions with stakeholders. The HIIS is currently being revised and will concentrate on strategic issues to identify the requirements of the LEP. The updated HIIS will be taken into account in future revisions of this IDP.

4. Profile of North Hertfordshire

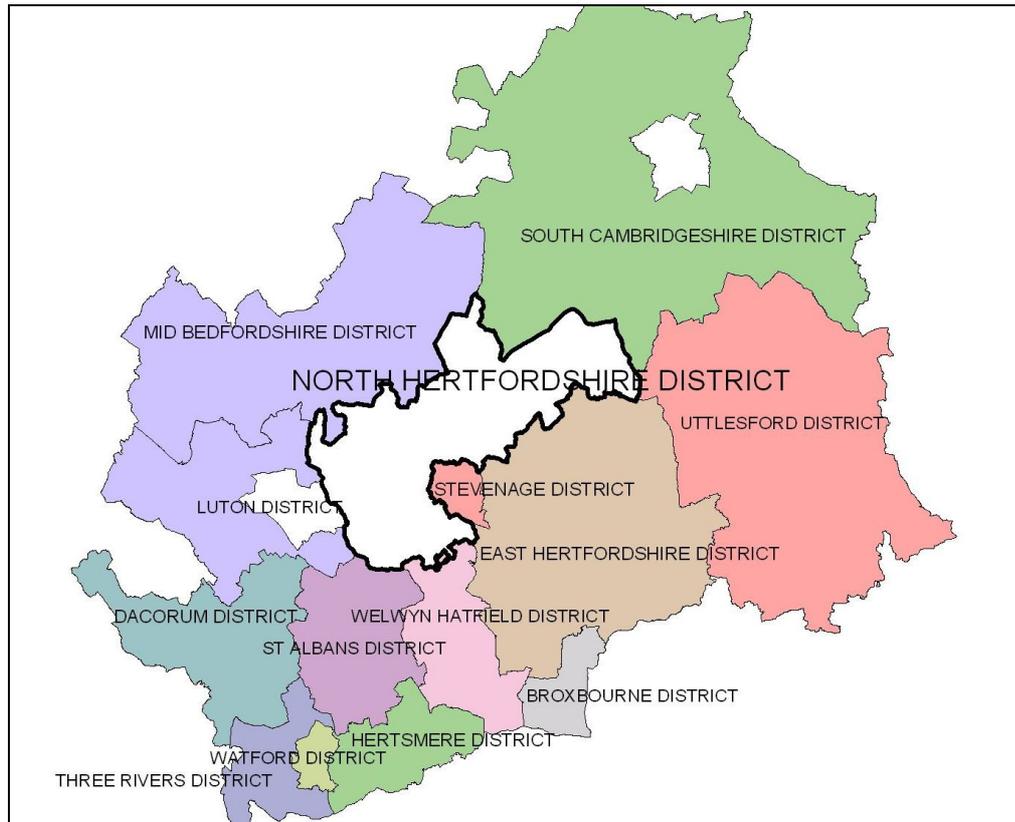


Figure 1: Map of the district and its neighbours

Physical Profile

- 4.1 North Hertfordshire is predominantly rural, incorporating 375km² of attractive undulating countryside following the chalk escarpment of the Chiltern Hills and the East Anglian Heights. The district has four main settlements: the historic market towns of Hitchin, Baldock and Royston and the world's first Garden City, Letchworth. The district has 36 civil parishes and two un-parished areas (Hitchin and Baldock). The newest parish, the Great Ashby Community Council, has recently been formed to represent this community, which was previously part of Graveley Parish. A large proportion of the rural area of the district is covered by green belt, with the remainder is classified as rural area beyond the green belt.
- 4.2 The district is less than 40 miles from central London and has good transport links served by a fast rail network to the north, London and Cambridge. The A1(M) and A10 run north-south through the district while the A505 provides for east west links. There is easy access to the A1(M) and the airports of Luton and Stansted. The M1 motorway also passes close to the district's western edge.

Population

- 4.3 In the context of infrastructure planning, the relationship between the current population profile and future trends are important to consider as they are a significant determinant in how services are delivered and the level of infrastructure investment required. Future population growth is largely based on future housing development.
- 4.4 Population forecasts are produced by a number of different organisations. ONS forecasts look at the natural change in population, associated with migration and the changes in births and deaths.
- 4.5 In North Hertfordshire the total population figure for June 2011 is set out by ONS as 127,500. This figure and the split of both age and sex is identified in Table 1 below.

Table 1: Population Figures for North Hertfordshire

Population Category	Figure	
All Ages	127,500	
0-14	23,100	
15-64	82,500	
65 and over	21,700	
	Male	Female
Aged 15-64	40,900	41,600
All Ages	62,500	65,000

Source: ONS Population Profile for North Hertfordshire

Ethnicity

- 4.6 The white population of the district consist of 89% of the total. ONS figures show that 12,600 people in North Hertfordshire who were from an ethnic minority background (i.e. not White British or Irish), making up roughly 11% of the population of the District. These communities are primarily of Asian and Black Caribbean origin, which settled mainly in the towns of Letchworth Garden City and Hitchin in the post-war period.

An Ageing Population

- 4.7 The population of North Hertfordshire, like most of Hertfordshire is getting older, and trends suggest that this is likely to continue. The County Community Strategy "Hertfordshire 2021: A Brighter Future", identifies an 'ageing population' and 'health and well-being' as key areas of concern for improvement and describes both long-term

objectives (2008–2021) and short-term actions (2008–2011). The 'ageing population' long-term objectives are a focus on prevention of illnesses; helping older people to maintain their independence; and ensuring older people have the opportunities to be active members of their communities.

- 4.8 For North Hertfordshire, these aspirations are all the more important as the ability to live independently can be further impacted by rural issues, including access to public transport, and the ability to reach health and community support facilities. We also know from the latest health data (ERPHO 2011) that North Herts currently has the highest level of premature winter deaths for all Herts authorities; this is not only attributed to health factors such as lung or respiratory disease, and high number of over 80s in the general population, but also to individuals having large, older housing with fewer options for insulation or cost effective heating systems.
- 4.9 The North Hertfordshire Sustainable Community Strategy recognises that the ageing population should have opportunities available to them to lead full, active lives. Those that require greater support should have the services delivered to support their and their carer's needs.

Housing

- 4.10 Housing in North Hertfordshire, as with the whole of the County is expensive. Dixon and Searle Partnership - Housing and Development Consultants undertook some up-to-date work in relation to the Council's district wide economic viability analysis⁴. Part of this work identified that the areas around Stevenage were found to be lower values in comparison with the rest of the district. There was not a significant variation in values between the four towns. The villages and rural areas were found to be the most expensive.

Labour Market

- 4.11 Table 2 below illustrates National Indicators 163, 164 and 165 showing the proportion of working age population (19-64 for males and 19-59 for females) qualified to levels 2,3 and 4 and over.

⁴ North Hertfordshire District Council Viability Assessment, DSP Housing and Development Consultants, October 2012.

Table 2: Levels of Qualifications (2011)

	+/- relative to			
	North Herts	Herts	East of England	UK
Qualified to Level 4 and over	41.1	+5.1	+33.0	+22.7
Qualified to Level 3	54.9	-4.4	+9.4	+4.2
Qualified to Level 2	75.9	-0.8	+6.2	+4.4

Source: National Indicators 163, 164 and 165

- 4.12 It is clear that North Hertfordshire contains a high number of working age residents with a high level of qualifications. However the level of knowledge based jobs in the district is relatively low compared to the rest of the County, meaning that there is much out-commuting. It has been estimated that 49% of all North Hertfordshire residents who are in employment commute out of the district for work (Census, 2001).
- 4.13 This level of out-commuting of higher skilled professionals means a low percentage of the workplace population are at higher or intermediate management grades compared with the County and the UK. Much of the difference is accounted for by the a higher proportion of semi-skilled and unskilled manual workers.

Social Deprivation

- 4.14 According to the Indices of Deprivation 2010 collected by the Government, deprivation in North Hertfordshire is relatively affluent compared to other local authority areas. Although some urban parts of the District are still affected. The indices show that the Jackmans, Grange and Wilbury areas of Letchworth, and the Westmill area of Hitchin are the most deprived parts of the district.
- 4.15 There also remains a correlation between the areas of deprivation in the district and low attainment of basic skills, particularly in the adult population. This therefore remains a priority area for review and delivery as it also impacts opportunities for employment, ability to source appropriate benefits, motivation of children to achieve etc. It is difficult at this stage, though, to estimate how much of the overall impact is derived from the recent marked economic slump, increase in redundancies in service industries etc. Further monitoring by the Council and other agencies will be needed to identify any longer term impacts.

5. Planned Growth

- 5.1 The Council is currently in a period of significant change in relation to how growth within the district is planned for. In May 2010 the new Government made it clear that the plan-making system was to be amended and that housing targets would no longer be contained in Regional Strategies, but would fall to each local authority to determine. The East of England Plan was formally revoked on 3 January 2013.
- 5.2 In February and March 2012 the Council consulted on options for growth⁵. It included eight options ranging from 15,800 extra homes to 2,500, with a preferred option of 7,000 dwellings. The results of the consultation were intended to inform a revised Core Strategy. Responses to this consultation were considered alongside the publication of the Government's National Planning Policy Framework, March 2012. In light of findings, the Council is now carrying out further work on its housing targets and will consolidate its documents, including the Core Strategy, into a new Local Plan. A further round of consultation relating to a revised potential figure of 10,700 dwellings and possible sites to meet this target is taking place in early 2013 to inform the Local Plan.
- 5.3 This IDP uses the potential 10,700 dwellings figure as a basis for assessing future infrastructure requirements for growth. Further explanation on the origin and justification for the 10,700 is contained in the Housing Options consultation paper which is to be published alongside this IDP.
- 5.4 Employment and retail growth also needs to be looked at within the IDP. These will not form part of the Council's consultation in February 2013 on Housing Options. Nevertheless, they still need to be assessed, particularly for transport requirements. For the purposes of this IDP, the most recent internal work has been used which is based on evidence from updated Employment and Retail studies⁶. In relation to retail, the Town centre and retail update (2011) set out an additional 16,800m² of retail floorspace, focussed on the four town centres up to 2021.
- 5.5 This IDP takes on board the emerging Local Plan targets, as outlined above, in its assessment of infrastructure

⁵ North Hertfordshire Local Development Framework: Core Strategy Housing Growth Targets 2011-2031, February 2012

⁶ North Hertfordshire Town Centre and Retail Study update (2011); and North Hertfordshire Employment Land Review Update (2011)

requirements. However, more detailed assumptions need to be made in relation to numbers and locations to carry out a meaningful analysis of what infrastructure may be required as a result of growth. These are divided into housing, employment and retail.

Housing Growth

- 5.6 The potential 10,700 dwellings figure alone is not helpful for infrastructure purposes as it is too general. Different locations of growth are likely to have different infrastructure impacts and requirements. Particularly if this is divided between a number of towns and villages. Therefore, this IDP analyses the growth in relation to possible locations of development where sites have been investigated. They have been split into strategic sites (those of more than 1,000 dwellings) and non-strategic sites (those with fewer than 1,000 dwellings). Whilst, the configuration of sites has yet to be decided and will soon be the subject of consultation in relation to the Local Plan, the IDP has made some assumptions based on the Council's Strategic Housing Land Availability Assessment (SHLAA), December 2012 and sites that could possibly come forward. A breakdown of assumptions for the IDP is identified in Appendix A. It is to be noted that these sites have not been agreed by the Council and are subject to the outcomes of the current consultation on Housing Options.
- 5.7 The SHLAA ranks non-strategic sites in order of priority, with Priority 1 sites being those considered most likely to be acceptable for allocation and Priority 3 sites being those considered least likely to be acceptable in planning terms or public reaction based on previous consultations. Despite this ranking in the SHLAA, it is important to note that no formal decisions have yet been taken with regard to any sites. However, for some purposes this IDP needs to make assumptions about how much growth might arise in particular settlements or from particular types of site. Where this is the case, this IDP has assumed that the Priority 1 and Priority 2 sites from the SHLAA will be developed, but not the Priority 3 sites. Excluding the priority 3 sites, the maximum amount of development which could be delivered from non-strategic sites is only about 4,500 dwellings. Therefore, there will be a need for strategic sites to make up the total number of dwellings to reach the potential target. This could be 6,200 dwellings to reach the potential 10,700 figure.
- 5.8 A revised version of this IDP will be prepared to accompany the next draft (proposed submission) of the Local Plan, which

will take into account whatever decisions have been made with respect to the precise mix of sites chosen for allocation.

- 5.9 There are seven strategic sites for over 1,000 dwellings which have been promoted to the council by developers and landowners, these are subject to further consultation. They are:
- South West of Hitchin;
 - North of Letchworth;
 - East of Luton;
 - Rush Green;
 - North of Stevenage;
 - North East of Stevenage; and
 - West of Stevenage.
- 5.10 In total these strategic sites add up to more than the possible gap of 6,200 dwellings needed to make a potential total of 10,700 dwellings. Therefore, not all of these sites will be chosen. This IDP has therefore considered the possible overall figure to be delivered from strategic sites of 6,200 dwellings, in general terms under each section, and then further details in relation to individual sites are contained in Section 29.
- 5.11 Both the strategic and non-strategic sites have all been suggested by landowners and/or developers and have not been drawn up by the council as local planning authority. The council will not be making any decisions about which sites to proceed with until after analysing the results of the Housing Options consultation.
- 5.12 Best guess estimates on current information and evidence held by the Council have been used. Once the results of the Local Plan consultation have been analysed and the growth targets and sites have been agreed, the assumptions will be updated in any review of the IDP.

Employment Growth

- 5.13 The emerging target for new jobs is 5,500 based on information in the Employment Land Review Update (2011). The Council's emerging options for employment land to help towards the new jobs target is as follows:
- The Transco Site, Cadwell Lane, Hitchin
 - Land at Royston Road, Baldock
 - York Road, Royston
 - Strategic Site, Junction 7 of the A1(M), South Stevenage

Retail Growth

- 5.14 In relation to retail, table 4 below⁷ makes assumptions based on current market share within the four towns to 2021. In addition, the Town Centre Retail Study⁸ identifies gross needs for 32,100m² to 2026 and 49,500m² to 2031.

Table 3: Retail floorspace projections

Area	Convenience Floorspace m ² Gross		Comparison Floorspace m ² Gross		Total
	2009-2016	2016-2021	2009-2016	2016-2021	
Hitchin	200	400	3,600	5,200	9,400
Letchworth Garden City	-	-	-	2,900	2,900
Royston	-	-	1,500	2,300	3,800
Baldock	-	-	-	600	600
Other	-	-	-	100	100
TOTAL	200	400	5,100	11,100	16,800

Figures take into account a number of recently granted planning permissions including the Wynd, Letchworth Garden City and Baldock Tesco extension

- 5.15 Retail growth will be closely linked to the Town Centre Strategies for each of the four towns. The Council is promoting the re-development of Churchgate shopping centre in Hitchin. There is also a planning brief for the Paynes Park area of Hitchin, which promotes retail as a potential use. Schemes on two sites in Letchworth Town Centre are also currently being investigated by the Letchworth Garden City Heritage Foundation, who are the landowners. A draft development brief for the Hitchin Post Office site is in preparation at the time of writing this IDP.

⁷ Adapted from the Town Centre and Retail Study Update, Nathaniel Litchfield and Partners on behalf of NHDC, 2011.

⁸ Town Centre and Retail Study Update, Nathaniel Litchfield and Partners on behalf of NHDC, 2011.

6. Methodology

- 6.1 Limited central government guidance is available relating to infrastructure delivery plans (IDPs). The Planning Advisory Service (PAS) has produced a steps guide to infrastructure planning⁹. More recently the Planning Officers Society have published guidance on the Infrastructure and the Community Infrastructure Levy¹⁰. This guidance has formed the basis of some of the work undertaken for this IDP.
- 6.2 Initially, infrastructure providers were asked for details of existing capacity together with any relevant projects and plans for their service. In September 2010 the Council developed seven options for housing growth within the district to cover the period 2011-2031¹¹. This ranged from a low growth scenario of 2,300 dwellings on previously developed 'brownfield' sites to 15,800 dwellings. Recognising that district-wide totals, as set out in the seven options, were not generally helpful for the purposes of infrastructure planning, the Council consulted providers on three possible ranges of growth for each of the main settlements: Hitchin, Letchworth, Baldock, Royston and Knebworth and potential growth around Stevenage.
- Low growth, based on brownfield urban capacity;
 - Medium growth adds in the less contentious greenfield site; and
 - High growth adds in the more contentious greenfield sites
- 6.3 The Council also asked for a response in relation to employment and retail options. These responses helped to build up a picture of the district and infrastructure requirements in relation to growth.
- 6.4 Key stakeholders also attended workshops to inform the housing targets. In February 2011 and October/November 2012 service providers were asked to comment on further possible growth options to inform the IDP. This included meetings and telephone conversations with some service providers to gain a good understanding of their requirements.
- 6.5 Parish, Town and Community Councils and Forums were written to in order to gain an understanding of the current infrastructure issues within the district. They were also

⁹ A Steps approach to infrastructure planning and delivery, PAS, June 2009

¹⁰ CIL and Infrastructure Planning, An advice note, POS October 2011

¹¹ North Hertfordshire 2011-2031: Defining the Housing Requirement, Paper for Infrastructure providers and stakeholders

written to separately in relation to broadband telecommunication coverage. This has provided a localised perspective of the district. It should be noted that these groups were asked about their views on infrastructure rather than specific assessments in relation to growth. The comments received are summarised in Appendix C and F so that readers of this IDP, together with service providers and other stakeholders can gain an understanding of local views on current infrastructure provision. This initial consultation will begin to help with how a meaningful proportion of CIL will be spent in the neighbourhoods. Further work in subsequent IDP reviews and public consultations will be able to develop this further once there is Government guidance on spending CIL within the neighbourhoods.

Population Growth and Calculating Demand

- 6.6 The demand for additional infrastructure will be generated by the people who live in the new dwellings that are planned for. The table in Appendix A summarises population projections based on the number of dwellings that may be built.

Existing Planning Permissions

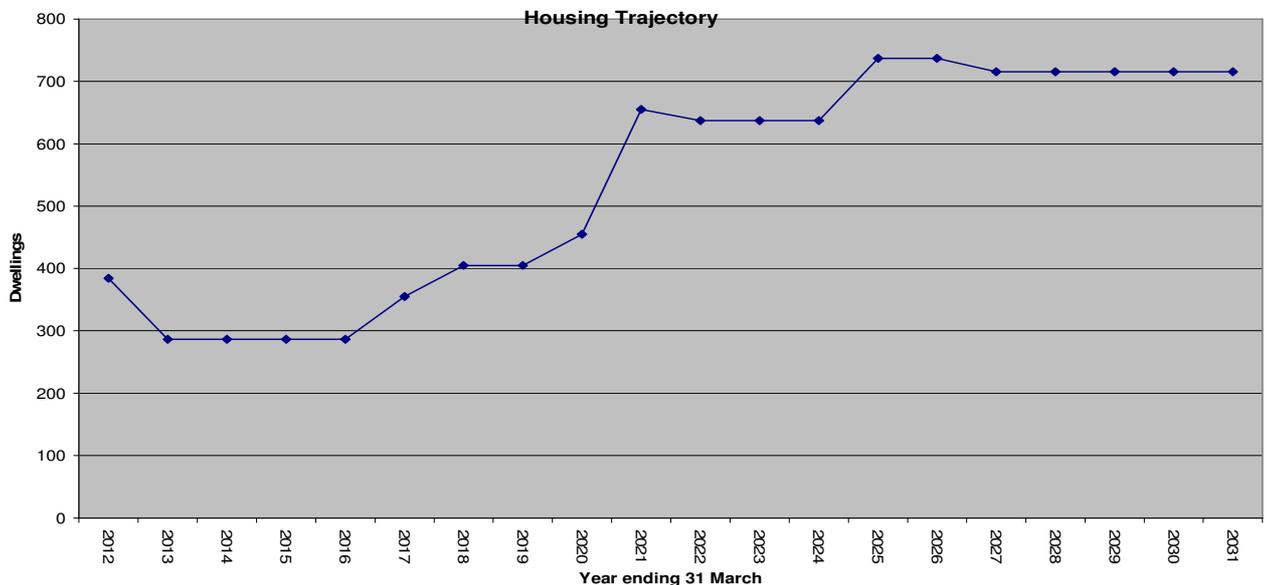
- 6.7 This IDP looks at the infrastructure requirements for growth from 2011 to 2031. The figures provided in the infrastructure analysis include completions and permissions that have already been granted in 2011/12. These figures already amount to approximately 1,220 dwellings within the district. These have been included in the calculations as it is important to gain a strategic understanding of the requirements over the plan period to ensure that these can be looked at strategically. Many of these permissions have either already contributed to the infrastructure requirements through planning obligations (s106) or will do so once development happens for these sites.
- 6.8 It should therefore be noted that whilst the total requirement is a certain amount, the actual sum that can legitimately be looked at for developer funding is less than might first appear.
- 6.9 The Council will need to ensure that no double counting takes place when it comes to calculating what may be collected through CIL and planning obligations to ensure that existing permissions are not included, i.e. analysing growth that has yet to received planning permission. This will be an exercise outside of the IDP as permissions are being

given continually. Delivery of infrastructure will need to carefully take annual monitoring of planning permissions granted into account. This is likely to be through the work being carried out for the CIL charging schedule and subsequent monitoring and implementation of spending additional funds raised through CIL, s106 and by other means.

Phasing of Sites

6.10 The ability of sites to come forward at a particular time is dependent on a number of factors, such as market conditions, build rates, landowners and developers willingness to build etc. In this light, the Council do not have complete control over the phasing of development and at this stage will be unable to predict accurately when infrastructure will need to be provided. However, we can make assumptions as a starting point to inform the infrastructure planning requirements. The new systems set up for delivery of infrastructure will need to keep up-to-date with site phasing as more detailed information becomes available. There is a housing trajectory in the SHLAA as identified below:

Figure 2: Housing Trajectory to 2031



6.11 This has been broken down further into assumptions based on each area over five yearly periods. This information is contained in Table 44 of Appendix A. This will be used to inform the timing of infrastructure provision.

-
- 6.12 The phasing of retail is outlined in paragraph 5.14 above. In relation to employment, the sites are likely to be phased as follows:

Table 4: Phasing of Employment Sites

Area	Phasing
Land at Royston Road, Baldock	2011 to 2016
York Road, Royston	2016 to 2021
Strategic Site, junction 7 of the A1(M)	2016 to 2021
The Transco Site, Cadwell Lane, Hitchin	2021 to 2031

Source: North Hertfordshire Employment Land Review update 2011

7. Limitations of this IDP

- 7.1 It is acknowledged that there are gaps in the evidence gathered, as at the time of writing this report not all information has been made available by infrastructure providers. Many are only able to plan ahead in up to 5 year cycles, or react to individual development sites during the planning application or development stage. It has therefore been difficult and a relatively new concept for such providers to take a more strategic approach to in planning their services to 2031.
- 7.2 It is difficult to predict what may happen in twenty years time due to unforeseen and unpredictable changes in circumstances. Government changes, particularly in relation to funding and reorganisation of many services has added to the uncertainty of providing infrastructure. In addition, many projects are reliant on the location, layout, phasing and details of particular schemes. Education planning for example is very dependent on volatile population projections influenced by the type of dwellings provided, birth rates for a particular area and the amount of affordable housing. This is not always know in the early phases of planning and once more detail is known some of the requirements may change. For these reasons, the IDP cannot be set in stone and will need to be reviewed.
- 7.3 There is a greater amount of detail in the short term (5 years), for the medium and longer terms the level of detail is less in some areas. However, the level of certainty is becoming less for even the short term due to the changes in the economy and the fundamental changes to many services and public bodies intended by the coalition government, as outlined above. Further work will be required to fill in the gaps, where possible, and the IDP will be reviewed regularly. The Council will need to put in place formal arrangements for ensuring infrastructure is delivered by the relevant bodies which will take into account more details when they known. These are discussed in the delivery section of this IDP.

8. Existing and Future Infrastructure Provision

8.1 This section looks at each element of infrastructure provision separately. Firstly, it builds up a picture of the district in relation to existing provision which is sometimes known as the baseline. Secondly, it identifies areas where there is planned and/or committed growth, together with and future changes that may arise, particularly as a result of changes that may have been made or are to be made to services following the budget cuts by the coalition government. Thirdly, this section examines the likely infrastructure requirements as a result of the emerging option for planned growth within the district.

8.2 The elements of infrastructure that are covered within this IDP are as follows:

Social Infrastructure

- Schools
- community facilities
- sports provision
- healthcare
- emergency services

Physical Infrastructure

- Public realm
- transport
- electricity
- gas
- water/sewerage
- waste
- Broadband telecommunications

Green Infrastructure

- Green spaces
- Strategic allotments
- Strategic sports pitches

8.3 Further details relating to costs still need to be determined for some items of infrastructure. These will be updated and included within subsequent versions of this IDP or CIL work. Costs will need to be index linked to ensure they are up-to-date.

9. Schools

- 9.1 School provision is planned and monitored by Hertfordshire County Council's Children Schools service (CS) department. It has a duty to secure sufficient school places to meet demand and to promote diversity and choice. This provision includes primary, secondary, sixth-form education and special needs. Nursery places are managed and planned by Hertfordshire County Council's Early Years team.
- 9.2 The County Council also has a responsibility to provide nursery provision for 3 and 4 year olds. This facilitates education based learning provided under the School Standards and Frameworks Act 1998. Provision may be within private and public schools, preschools and day nurseries. Demand for such facilities is forecast to increase. This is due to the rising population of young children and the increase in hours from 12.5 hours to 15 hours per week from 2010. In addition, the Government has announced that 40% of the country's 2 year olds will be entitled to a free place by 2014-15.
- 9.3 The County Council sees schools as playing a wider role in serving the needs of the community, through co-location of facilities and for other community uses. This is drawn from the wider national approach to children's services through the 'Every Child Matters' agenda and the Children's Act 2004. Agencies have a duty to work together to deliver integrated children's services with Children's centres and extended schools having a key role in delivering this requirement.
- 9.4 The Local Education Authority's (LEA) role in securing new school provision has changed, particularly following the Academies Act 2010 and the Education Act 2011. The Local Education Authority remains responsible for ensuring a sufficient supply of school places. However it is clear that government policy is that in due course all existing schools will become Academies. The Academies Act has introduced the potential for additional ('free') schools, as one of the routes through which new schools may be established. In addition a new academy sponsor could be sought. It does currently remain possible for the LA to run a school competition to secure a provider of a new school.
- 9.5 When a new Academy is to be established 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) assessed and determined by the Department for Education,

which then contracts with them to provide education. In such circumstances the LA could not control to any meaningful extent the timetable to which provision of places takes place, and any associated buildings would be provided to third parties. The provision of school places will need to take this change into account together with any future emerging arrangements.

- 9.6 Funding for schools has also significantly changed with the abolition of the Building Schools for the Future (BSF) programme and the implementation of the Priority Schools Rebuilding Programme. In addition, capital funding for schools will also be different. This is discussed in more detail in the funding section below.

Existing Provision

- 9.7 Following a period of falling rolls, Hertfordshire is now experiencing an increase in demand for school places, particularly in the primary sector across the County. The County Council produces an annual report, 'Meeting the Rising Demand for School Places,' which sets out forecast demand and how this will be addressed. The report, originally published in 2010, is currently updated on an annual basis.
- 9.8 To help inform and manage school planning activity, the County Council produces pupil forecasts twice per annum. The latest forecasts are set out in the Pupil Forecast (primary) and Pupil Forecast (secondary) produced in April 2012.
- 9.9 The forecasts are based on Education Planning Areas (EPA) and take account of actual numbers of 0 to 5 year olds sourced from GP registration data, known new housing developments and historic migration patterns. The forecasts set out the total Planned Admission Number (PAN) for each school and the actual number of pupils at 2010/2011 for direct comparison.
- 9.10 Planning for schools is volatile as there are many factors that can influence pupil numbers. In order to ensure an appropriate match between supply and demand for places taking into account both parental preference and fluctuations in demand, it is prudent to plan for a 5 to 10% surplus in an area.
- 9.11 The current forecasts are available at the website below. They have not been included in this IDP as they change

frequently.

<http://www.hertsdirect.org/scholearn/aboutstatesch/planning/>

- 9.12 Table 5 and Table 6 below provide a summary of existing school provision and their ability to cope with current circumstances over the next 5 years. These have been derived from the most recent forecasts, as outlined above. The last column provides an indication as to whether additional school places would be required should there be further housing development.
- 9.13 The County Council has undertaken a study to look at the existing capacity of schools and their capacity for expansion if required. Appendix D contains the details of each school.¹² Current capacity and expansion potential is identified in this appendix in terms of its forms of entry (FE: 1FE = 30 pupils). Expansion potential is defined as the number of additional FE that potentially could be accommodated on the existing school site. It must be stressed that this potential is a best estimate having regard to site size and relevant planning policies - in most cases no detailed feasibility work (e.g. on highways capacity) has been carried out to confirm the deliverability of any school expansion. It should also be stressed that the theoretical town planning capacity of a school to expand does not take into account the suitability of that location to meet need from an education perspective i.e. it would not be helpful to have primary or secondary capacity in a location that is poorly related to where new development is proposed. Unfortunately for some of the secondary schools the County Council has not yet been able to carry out the exercise necessary to consider their expansion potential.

Primary education

- 9.14 North Herts has a total of 48 primary schools (including infant, junior and first schools). Most of the district operates a two-tier education system, with the exception of Royston and villages near it which have a three-tier system of first, middle and upper schools. The first schools within Royston are included within this primary section.

¹² Information provided by Hertfordshire Property and Hertfordshire Children's Schools and Families, March 2011

Table 5: Summary of Existing Provision - Primary

Education Planning Area	Provision for the next 5 years to cope with current circumstances	Ability to cope with additional development
Letchworth	Very limited capacity	None. Additional school places required
Baldock Town	Limited capacity	None. Additional school places likely to be required
Baldock Villages	Sufficient capacity	A local assessment would be required to consider the impact of any development in this rural area.
Royston Town	Currently a surplus	Two existing school buildings would have the capacity to take more children.
Royston Villages	Sufficient capacity	Limited development growth potential. A local assessment would be required to consider the impact of any development in this rural area.
Hitchin West	Sufficient capacity	Limited development growth potential without having an impact
Hitchin South & North	Deficiency – children from some infant and junior schools are already being transported to schools in Letchworth	Additional school places will be required
Hitchin Villages South	Sufficient capacity	Limited development growth potential without having an impact
Knebworth	Sufficient capacity, but by 2012/13 there will be a deficiency	None. Additional school places required
The Waldens, Kimpton Breachwood Green	Surplus at Kimpton & St Paul's Walden Sufficient capacity at Breachwood Green	Yield from some further development could be accommodated. However, this would be limited.
Codicote	Current capacity tight.	Additional school places likely to be required.
Stevenage North West	Deficiency	Additional school places will be required
Stevenage North East	Deficiency	Additional school places will be required

Source: Hertfordshire County Council

Secondary education

- 9.15 North Herts has a total of 6 secondary schools within Letchworth, Baldock and Hitchin. Royston currently operates on a three-tier system with one upper school and two middle schools. The upper and middle schools within Royston are included within this secondary section.

Table 6: Summary of Existing Provision - Secondary

Education Planning Area	Provision for the next 5 years to cope with current circumstances	Ability to cope with additional growth
Letchworth	Sufficient capacity in the medium term, by 2018/19 the schools are likely to be at capacity.	Additional school places by 2020/21.
Baldock	At capacity	Additional school places will be required
Royston	Surplus at the upper and middle schools.	Can accommodate
Hitchin	Additional capacity likely to be required from 2012/13.	Additional school places will be required
Stevenage	Additional capacity likely to be required from 2013/14	Additional school places will be required

Source: Hertfordshire County Council

Nursery

- 9.16 North Herts is divided into 10 Children's Centre Areas, which are numbered NH1 to NH10. According to the latest information held by Hertfordshire County Council (May 2012), the ten Children's Centre Areas have the following capacity:

Table 7: Existing Nursery Places

Number	Children's Centre Area	Current Capacity
NH1	Royston and Villages	-58
NH2	Baldock and Villages	+111
NH3	Letchworth North	+37
NH4	Letchworth North East	-92
NH5	Letchworth South	-70
NH6	Oughton and Villages	-71
NH7	Hitchin North East	-44
NH8	Hitchin South and villages	-28
NH9	Graveley and Great Ashby	-248

Planned/Committed Provision

- 9.17 To deal with the deficiency of primary school places in Hitchin and Stevenage, the County Council has proposed the enlargement of identified schools in these areas. A public consultation was carried out in January/February 2011. Martins Wood Primary and Fairlands Primary in Stevenage and Highover JMI and Nursery in Hitchin were schools included in this consultation for potential enlargement.
- 9.18 A previous reorganisation of primary school provision in Letchworth reduced the number of surplus primary school places in the town through the closure of Westbury and Lannock Primary Schools. Pupil numbers are now starting to rise and the County Council continually monitors demand to ensure there are sufficient places available to meet the need arising from the existing community. The County are extending Icknield Infants and Wilbury Juniors by 0.3FE to 3FE and Lordship Farm by 0.3FE to 2FE putting an additional 0.5FE of permanent capacity into Letchworth for 2013/14.
- 9.19 In Royston the published admissions numbers at Roman Way and Tannery Drift was reduced to 45 places in September 2011 reducing the number of surplus places in the town.
- 9.20 Hertfordshire's strategy for meeting the challenge of planning for rising rolls is summarised in the Meeting the Rising Demand for School Places document. This document identifies both the areas across the County where further capacity is required and the Local Authority's planned approach to addressing the deficit.
- 9.21 For further information:
<http://www.hertsdirect.org/scholearn/aboutstatesch/risingdemand/>
- 9.22 In its role as commissioner for school places, the Local Education Authority will continue to work to ensure an appropriate level of school places across the County and will need to do so within the context of the current Government's agenda around diversity and choice through the promotion of Free Schools and Academies.
- 9.23 Following the Government's announcements on the ending of the BSF programme, funding has been agreed for two sample schemes in Stevenage. Although the development and expansion of The Nobel and Marriotts will provide further

capacity in the town, this will be insufficient to meet the forecast demand for secondary places from around 2013/14.

- 9.24 There is currently planning permission for a new secondary school to the North East of Stevenage at Great Ashby (Expires April 2013). However, in light of the removal of BSF funding and changing circumstances for growth around Stevenage, further options are currently being explored, including the expansion of existing schools and new school sites to best meet future growth.

Infrastructure Requirements

Primary and Secondary

- 9.25 The requirements for additional school places are set out in Table 8 and Table 9 below. This provides an estimate of the number of pupils that could be expected from the additional residential development in FE (i.e. a pupil yield of 30 children per 1 FE¹³). HCC recently completed a study of pupil yields from housing developments across the county. The study indicated that a range of 500 to 850 dwellings per FE should be used on typical average child yield across Hertfordshire. Up until recently HCC used a figure of 850 dwellings to generate a pupil yield of 1FE in North Herts. However, because birth rates have continued to rise the County Council considers that to be prudent the figure which should be used is 500 dwellings/FE to be 97.5% confident of not underestimating the child yield from residential development.
- 9.26 The difference within the range is substantial and has significant implications for the cost of providing school places and funding these. A range of 500 to 850 dwellings per FE has been given in this IDP to illustrate this difference. In reality the actual figure is expected to be somewhere between the two. The Council will need to work with the County Council to determine an appropriate balance between the range. Particularly in view of the educational requirements being a sizeable amount of the total infrastructure provision and the substantial range in costs. Equally it is also important not to under provide for education to ensure all future pupils have a school to go to. In any case, child yield calculations will need to be refined in the future when more detail is known regarding developments. This is because it is highly dependant on factors such as specific location of development, housing

¹³ (30 pupils in each of the seven years for primary, gives a total of 210 pupils).

type and tenure, the amount of affordable housing and the amount of family housing proposed in a scheme. This flexible approach will be recognised in any systems set up for allocating funding through CIL, s106 or by other means.

- 9.27 Reference to primary pupil forecasts in the tables means a forecast of demand to 2016. Beyond this, growth of 10% in the existing population is assumed to the end of the Local Plan period (2031). Primary pupil forecasts to 2016 include an assumed pupil yield from known new housing developments. For the purposes of infrastructure planning, the likely impact of housing option figures on school provision has been considered in addition to the pupil forecasts.

Table 8: Primary Schools

Area	Requirements		Costs
	Estimated Pupil Yield (Reception) based upon 1FE per 850 to 500 dwellings	Accommodating Additional Provision	
NON-STRATEGIC TOWNS			
Hitchin (including Ickleford)	936 dwellings would generate 1.1 to 1.9 FE.	The latest forecast suggests there is a permanent need for 1FE school places from 2013/14. HCC are currently considering 1FE expansion of an existing school, subject to feasibility work.	£4.4 to £7.5 million
Letchworth	1071 dwellings would generate 1.3 to 2.1 FE.	HCC are extending Icknield Infants and Wilbury Juniors by 0.3FE to 3FE and Lordship Farm by 0.3FE to 2FE putting an additional 0.5FE of permanent capacity into Letchworth for 2013/14. Options are also being considered for putting a temporary classroom in to accommodate a temporary 1FE bulge for the same year.	£5.1 to £8.6 million
Baldock	1173 dwellings would generate 1.4 to 2.3 FE.	Based on pupil forecasts, there is a tight match between the current primary capacity across Baldock and the forecast demand for reception places. Any additional growth in the existing population beyond the end of the forecast period will require additional capacity of around 0.5FE. Therefore, taking into account the estimated pupil yield of 2.3 FE and 0.5 FE one to two new schools would be required.	£5.5 to £9.4 million

Royston	915 dwellings would generate 1.1 to 1.8 FE.	There is currently sufficient surplus capacity and expansion potential in the first and primary schools across Royston to allow for forecast demand and estimated pupil yield from the proposed housing.	Costs will be covered by the existing capacity.
RURAL			
Most schools within the rural areas can accommodate additional pupils without the need to expand. With the exception of the following:			
Codicote	53 dwellings would generate 0.06 to 0.11 FE	Current capacity tight. Additional school places likely to be required.	£0.25 to £0.43 million
Knebworth	10 dwellings would generate 0.01 to 0.02 FE	Current capacity tight. Additional school places likely to be required.	£0.05 to £0.08 million
Offley	70 dwellings would generate 0.08 to 0.14 FE	Based on pupil forecasts, there is likely to be a tight match between the level of demand and the current primary capacity in the one primary school in Offley. Additional provision will be required.	£0.33 to £0.56 million
STRATEGIC			
Strategic Sites	6,200 dwellings could generate 7.3 to 12.4 FE. Potentially up to 4 new schools.	Strategic sites over 500 are likely to require a new primary school, depending where they are located in relation to existing capacity. This will need to be looked at in greater detail once the location of strategic sites are known. If they are relatively small strategic sites on the edge of towns then these could impact on the overall cumulative impact and may alter the figures for each town outlined above.	£29.2 to £49.7 million.

Source: NHDC analysis for this IDP

Table 9: Secondary Schools (including Middle & Upper)

Area	Requirements		Cost
	Estimated Pupil Yield (Reception) based upon 1FE per 850 to 500 dwellings	Accommodating Additional Provision	
NON-STRATEGIC			
Hitchin (includes Hexton, Holwell, Ickleford, Langley, Lilley, Offley, St Ippolyts, Wymondley, Codicote, Kimpton, King's Walden and St Paul's Walden).	1226 dwellings would generate 1.4 to 2.5 FE.	Latest forecasts suggest there is a permanent need for 1.4 FE places from 2015/16 rising to 2.4 FE by 2018/19. Notwithstanding the expansion potential at The Priory School, further feasibility work is being carried out regarding the expansion potential of both Hitchin Girls and Hitchin Boys Schools. However, these are located on constrained sites.	£4.6 to £7.8 million
Letchworth	1071 dwellings would generate	Highfield and Fearnhill secondary schools have sufficient capacity	£1.6 million for the 0.5

	1.3 to 2.1 FE	to meet forecast demand until 2017/18. Beyond this, the current forecasts indicate that there will be a 0.5 FE deficit of Year 7 places by 2020/21, with demand subsiding after this. There needs to be sufficient flexibility in these school sites to allow for the likely demand for additional school places.	FE deficit by 2020/21.
Baldock (includes Ashwell, Bygrave, Caldecote, Clothall, Hinxworth, Newnham, Radwell, Rushden, Sandon, Wallington & Weston).	1,223 dwellings would generate 1.4 to 2.4 FE	Current forecasts show a consistent need for additional Year 7 places at the one secondary school in the town. Knights Templar is currently a 7FE school and occupies a restricted site. The school could potentially be expanded on its existing site or relocated to a new site. Further feasibility work is currently being undertaken.	£4.6 to £7.8 million
Royston (includes Barkway, Barley, Kelshall, Nuthampstead, Reed and Therfield)	1019 dwellings would generate 1.2 to 2.0 FE	Forecasts for the upper and middle schools suggest there is sufficient capacity across the town to meet forecast demands.	Existing capacity.
Knebworth	10 dwellings would generate 0.01 to 0.02 FE	Children in Knebworth are likely to attend secondary schools in Stevenage. County council forecasts indicate that significant additional capacity will be required in Stevenage secondary schools to allow for both existing demand and known demand from new housing.	£0.04 to £0.06 million
STRATEGIC			
Strategic Sites	6,200 dwellings could generate 7.3 to 12.4 FE.	It is only the strategic sites in excess of approximately 2,500 to 3,000 dwellings that are likely to require a new secondary school, depending where they are located in relation to existing capacity. This will need to be looked at in greater detail once the location of strategic sites are known. Children from sites below 3,000 dwellings are likely to go to schools within nearby towns and would alter the requirements for each town outlined above. Due to the capacity issues already identified within the towns, expansion of or new secondary schools would be required. The County Council is planning	£23.1 to £39.3 million.

		for a new 6FE school in the north of Stevenage to meet forecast demand. The proposed new school site has the potential to expand to 8FE and outline planning permission has been granted for this size. The site is not currently in HCC ownership and there are issues in relation to its funding.	
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Source: NHDC analysis for this IDP

- 9.28 It should be noted that, at the primary school level, 2FE schools are the County Council's preferred model for new schools as they provide the opportunity to sustain educational improvement, enable the delivery of a broad curriculum, and have the critical mass of pupils to manage fluctuations in numbers. Hence, even if a development gives rise a need for only 1FE of additional capacity, the County Council's preferred option would be to identify a 2FE site. This will also ensure that the site is future proofed and is capable of expanding in the event that there is additional development proposed later in this plan period or a later plan period. It will therefore help to build in some inherent contingent education land supply. However, it is recognised that it will not always be possible to achieve this aim because it depends upon the availability of a suitably sized site in the right location.
- 9.29 The County Council's preferred model of secondary schools is 6-8FE (although it is acknowledged that smaller models of 4-6FE should not be discounted).
- 9.30 Further detailed discussions will need to take place in relation the provision of new and expanded schools. This will be an iterative process as more details are known. However, the information above provides a good basis for looking at strategic requirements.

Nursery

- 9.31 The table below identifies the infrastructure requirements for nursery provision and the costs identified with these. The pupil yield has been calculated on the basis of there being 42 nursery age children every 500 to 850 dwellings¹⁴ to take into account that approximately 40% of 2 year olds will be entitled to a free place. Future requirements will depend on a

¹⁴ This comes from the methodology used for calculating school yield of 1FE per 500 to 850 dwellings, with an additional 12 added to the 30 in each year group take into account 40% of 2 year olds that will require a place.

number of factors, including changes in birth rate, level of PVI provision and changes in regulations relating to the nursery sector. Therefore, a range has been given similar to the requirements outlined for schools. This allows for the figures to be further refined closer to the time of delivery once more information is known regarding sites.

Table 10: Nursery

Area	Requirements	Accommodating Additional Provision	Cost
	Estimated Pupil Yield (Nursery age children) based on 42 children per 850 to 500 dwellings		
NON-STRATEGIC			
Villages South of Hitchin	84 dwellings would generate 4 to 7 places.	Additional capacity required	£80,000 to £140,000
Hitchin	927 dwellings would generate 46 to 78 places.	Additional capacity required	£900,000 to £1,500,000
Oughton and Villages	83 dwellings would generate 4 to 7 places	Additional capacity required	£80,000 to £130,000
Letchworth	1071 dwellings would generate 53 to 90 places.	Additional capacity required	£1,010,000 to £1,700,000
Baldock and villages	1,223 dwellings would generate 60 to 103 children	Existing capacity	None
Royston and villages	1,019 dwellings would generate 50 to 86 children.	Additional capacity required	£1,000,000 to £1,600,000
Knebworth	10 dwellings would generate 1 child.	Sufficient capacity.	None.
Codicote	53 dwellings would generate 3 to 4 children	This is covered by Children's Centre Area WH1 which is within Welwyn and Hatfield. Capacity for this area is not yet known.	£50,000 to £90,000
Kimpton	79 dwellings would generate 4 to 7 children.	This is covered by Children's Centre area SA1 within Harpenden and forms part of St Albans City and District Council. Capacity for this area is not yet known.	£75,000 to £130,000
Total			£3.1 to 5.4 million

STRATEGIC			
Strategic Sites	6,200 dwellings could generate 306 to 521 children.	See comments in relation to schools above.	£5.9 to £10.1 million

Source: NHDC analysis for this IDP

Costs

- 9.32 The costs outlined above are based on child yield from proposed growth and a simple formula of £4.01 million per FE for primary and £3.17 million per FE for secondary schools¹⁵. The costs of proving a nursery building for 30 children is £575,168.¹⁶ This equates to £19,172 for each nursery place and has been used to calculate the costs in the table above. The total costs of nursery provision is £3.1 to £5.4 million and £6 to £10 million for the strategic sites.
- 9.33 In reality the provision of part of an FE is not practical and would not allow for flexibility in planning for schools. Therefore, in some cases the costs are likely to be significantly higher than identified to make up the shortfall in FE provision. In addition, costs 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), the specification/design and location. Extending existing schools may also impose a requirement to secure additional playing fields.
- 9.34 In view of the many variables for education, the costs given in this IDP cannot be set in stone and should just be viewed as a starting point. In summary, the range of costs for education are as follows:

Table 11: Total education costs

School Type	Total Costs (million)
Primary	£15.6 to £26.6
Secondary	£10.7 to £17.2
Nursery	£3.1 to £5.4
Total Non-strategic	£29.4 to £49.2
Total Strategic Sites	£58.2 to £99.1

¹⁵ Costs provided by Hertfordshire Property Secondary index base date Q1 2012 based on a new 6FE school. Primary index base date January 2011 based on a new 2 FE school.

¹⁶ Costs provided by Hertfordshire Property, Hertfordshire County Council – July 2011.

Funding

- 9.35 The central government funding stream for providing additional pupil places is referred to as Basic Need. This is otherwise known as capital funding. The DfE calculate this based on an assessment of demand for additional places, and this varies from year to year. In the current year, basic need funding will meet about a third of the costs of the current primary school expansion programme. There is no funding settlement post 2012/13 and thus the level of any future Basic Need funding is unknown. However, an additional sum of £500m (nationally) will be made available in the financial year (2011/12) to help local authorities provide extra school places. Bids will not be required. Funding will be allocated on the basis of information already held by the department. It is hoped that some may flow to Hertfordshire and help support the current primary expansions programme.
- 9.36 The Building Schools for the Future (BSF) programme was one of the main sources of funding for improving existing secondary schools nationally and investing in new buildings in priority areas, such as Stevenage. However, in July 2010 the new government announced that this programme would cease and a major review of the schools capital investment programme would take place. This is known as the James Review.
- 9.37 Following wide consultation, the group presented its final report and recommendations to the Secretary of State in April 2011. On 19 July 2011 Michael Gove published the government's response, saying that the recommendations of the review would be broadly accepted subject to a consultation process on details and implementation.
- 9.38 There were some important caveats within the Government's response when accepting the James Review recommendations. Most significantly there were reservations about the development of a single funding stream directed through the local authority. The Secretary of State is keen to ensure that such a scheme would not disadvantage any particular responsible body (e.g. individual academies) or become too bureaucratic. The move toward centralisation of procurement is likely to be implemented more slowly than first envisaged. This takes account of the many potential drawbacks of national centralisation when there are many existing good value for money procurement frameworks at local and regional level.

- 9.39 A new "Priority school rebuilding programme" will be launched instead of BSF, targeted at those schools in the worst condition. £2bn will be provided over 4 years to cover primary, secondary and special schools. It is expected that the funding will cover 100-300 schools in the poorest condition. Local authorities will be required to bid for funding for community, foundation and voluntary aided schools. Academies are able to bid either through a local authority or directly to the Department for Education. Hertfordshire officers have reviewed which schools might be put forward under this process and bids have been submitted.
- 9.40 The financial implications of the proposed changes are complex. In part they will depend on the relative condition of Hertfordshire properties to those nationally and the overall quantum of resource to be made available. But there is also a fundamental shift proposed away from allocation of substantial capital grant to the local authority to use at its own discretion. The consultation proposes that the 2012-2015 period would be used as a transitional period for the new arrangements. These changes add to the uncertain nature of planning for schools and how they will be funded.

10. Extended Services

- 10.1 Over the last 6 years Hertfordshire Children's Trust Partnership (HCTP) has worked to create a network of universal and preventative services for all children and families accessed through Sure Start Children's Centres and Schools across the county¹⁷.
- 10.2 In 2011 the work undertaken by HCTP was taken over by the County Council led Health and Well Being Board. This Board will lead partnership work centred around community needs. It will bring together statutory and voluntary agencies across the county to jointly plan and commission services for adults and children. The emphasis is moving to locally determined services, neighbourhood decision making and community planning.

Existing Provision

Extended Schools

- 10.3 Between 2006 to August 2011 schools in Hertfordshire worked through extended schools consortia commissioned and funded through the local authority. There were five extended school consortia in North Herts and three in Stevenage serving all the schools within the two districts. They offered children, young people, families and the community access to a wide range of services, including:
- Affordable childcare, such as breakfast, after school and holiday clubs
 - A varied menu of study support activities
 - Parenting support and family learning
 - Swift and easy access to a wide range of specialist support services
 - Community access to ICT, sports and arts facilities, including adult learning
- 10.4 In August 2011 these consortia arrangements came to an end as funding for extended services passed from the Local Authority to individual schools. However, it is still the expectation that schools should provide extended services to meet the needs of the community. Hertfordshire schools have decided to collectively fund the development of new schools led partnerships and school family workers for a transitional period of two years to August 2013. The aim is

¹⁷ North Hertfordshire Children's Trust Partnership, Children and Young People's Plan 2009-2012.

that these partnerships will become a local focal point for schools and others to work together to provide preventative and targeted services to improve outcomes for children and families.

- 10.5 It is assumed that there is acceptable coverage to deal with the current population as the five consortia boundaries are spread out to cover the whole district. Therefore, there are no existing capacity issues.

Children's Centres

- 10.6 Children's centres are a universal service and are expected to provide outreach to all areas of the community. There are ten Children's Centres within North Herts commissioned by the Local Authority and led by a range of statutory and voluntary organisations. Children's Centres bring together services for young children (0-5 years) and their families in the local community. These offer a range of facilities that can include:

- Family support and advice
- Playgroups and childcare
- Toy libraries
- Information and support for jobs and training opportunities
- Health services such as baby clinics

- 10.7 Children's Centres have an administrative base such as an office and either run services/groups within the centres themselves or within local community buildings, such as community centres. In the rural area, the outreach service is particularly important. Oughton Children's Centre in Hitchin provides a mobile service to the villages of Ickleford, Holwell, Offley, Pirton, Hexton, Cockernhoe and Lilley. The Royston & Villages Children's Centre provides activities within some of the villages throughout the week and the Holly Blue Children's Centre in Baldock also serves Sandon, Weston and Ashwell. There is also a Children's Centre at Woolmer Green, known as Barleyfields, which also provides activities in Knebworth and the surrounding villages.

- 10.8 The County Council has a statutory obligation to ensure sufficient children's centres. The national guidance is one Children's Centre every 800 children under the age of five years¹⁸ (HCC have indicated that this is the equivalent to

¹⁸ Sure Start Children's Centres Planning and Performance Management Guidance PPMG 2006.

about 2,700 dwellings). Most Children's Centres are considered to be sufficient to deal with the current population.¹⁹ However, within Great Ashby the services that can be offered by the existing Children's Centre is limited as the premises are small and the community centre is not large enough to accommodate all groups that want to use it.

Planned/Committed Provision

- 10.9 An extension to the community centre is currently under development in Great Ashby which should help to relieve the stress on the number and type of services that can be offered by the Children's Centre for this neighbourhood.

Future Changes in Service Provision

- 10.10 The local authority has statutory duties to provide children's centres and ensure sufficient childcare for all parents who want to work or train. It is unlikely that these obligations will change in the foreseeable future as they are fundamental to drive for early intervention to improve outcomes for children and to eradicating child poverty.

Infrastructure Requirements

- 10.11 Extended schools provision can be linked with the provision of schools, but is not exclusively so. Childcare provision in the community is measures within the Childcare Sufficiency Assessments. There is a Hertfordshire Wide Assessment²⁰ and individual assessments for each Children's Centre Area. The individual assessments can be viewed at:
<http://www.hertsdirect.org/services/edlearn/css/eyesch/csa/nhertarea/>
- 10.12 There would need to be a new Children's Centre in any large area of strategic growth. The County Council would like to see these co-located with other facilities, such as community centres and schools.
- 10.13 The growth options for 4,500 dwellings on non-strategic sites are unlikely to be large enough to generate the need for new Children's Centres as the growth would be spread around the towns and villages. However, the expansion/improvement of existing services may be required to address cumulative

¹⁹ Hertfordshire Infrastructure and Investment Plan, May 2009

²⁰ Childcare Sufficiency Assessment, Opinion Research Services, for Hertfordshire County Council, March 2011.

impacts if more development is required within or around the towns.

Costs

- 10.14 The costs relating to extended schools have been included in the cost calculations for primary schools. The costs of a new Children's Centre is approximately £480,000. Any expansion requirements would be on a pro-rata basis. On the basis of a potential 6,200 dwellings on strategic sites there could be a need for a minimum of two Children's Centres and possible expansion of existing provision depending on the location of strategic sites. This is likely to be approximately £1 million with additional costs if expansion of additional facilities is required.

11. Community Centres and Halls

- 11.1 Community centres, town and village halls provide a range of facilities such as meeting places, club venues, opportunities for learning, sports, leisure, party venues, play groups and more. They are an important focal point for the development of local groups and promote a sense of belonging to a community for the district's residents. They are becoming increasingly important as many organisations are wanting to locate their services within community centres.
- 11.2 North Herts District Council is responsible as landlord for a number of local community centres and halls. A significant number are now also run by local community groups, an initiative the Council is keen to develop further. The Community Centres and Halls Strategy was Adopted in October 2011, and its implementation has already commenced. The Strategy includes a comprehensive survey of local halls, not only those in the ownership of the Council, but also those owned and run by parish, town and community councils.
- 11.3 The Community Halls Strategy also identifies that passing the running of a local hall to a community or voluntary group can prove more cost effective and engage communities better in what then becomes 'their' centre. This is an area we will investigate and encourage more to ensure future sustainability of these important centres.
- 11.4 There is a Village Halls Handbook on the North Herts website that provides detailed information on the location of all the village halls, their accessibility and the facilities that each has to offer. Details in relation to community centres are also on the NHDC website²¹.

Existing Provision

- 11.5 There are eleven community centres, four town halls and thirty three village halls in North Herts. All the community centres, predominantly located in urban areas of the district, are owned or leased by NHDC. They are in turn sublet to local community groups who operate them on behalf of the community. Village halls located in the rural areas are

²¹ http://www.north-herts.gov.uk/index/community_and_living/community_centres_and_facilities/community_centres.htm

generally held in trust by local communities and/or owned directly by Parish Councils, with the exception of one or two.

- 11.6 Two of the town halls (Baldock and Letchworth) are not currently in operational use. Hitchin Town Hall, Brotherhood Hall and Bancroft Hall Community Centres are currently operated directly by the Council. However, the Community Halls Strategy has identified that these halls are not well utilised and are not cost effective to operate. The strategy refers to future plans for these halls, which are also discussed below.
- 11.7 In November/December 2009, a survey was conducted of all the community centres and halls within the district²². This now informs a part of the Community Halls Strategy. Visitors were asked how long they would be prepared to walk to use the facilities. 10 to 15 minutes (approximately 800 metres) was considered to be the optimum time where the largest percentage of visitors would be prepared to walk. 15 to 20 minutes (approximately 1,200 metres) was the next acceptable distance. The results of this survey work gives us an understanding of the location of existing facilities and areas that may not be well covered in terms of local peoples ability to walk to them. Appendix 1 of the Community Halls Strategy maps these.
- 11.8 Baldock, Letchworth, Royston and Hitchin all have over 1000 dwellings that are beyond 800m from a hall, with Baldock second worst after Letchworth. Baldock only has the one community centre, which is already quite a distance from the southern and eastern edges of the town. After the towns, the parish with the greatest number of dwellings beyond 800m from a hall or centre is Wymondley, with over 400 such dwellings. This can largely be attributed to the fact that the largest village in the parish, Little Wymondley, does not have a village hall at present. The parish has explored providing such a facility on land skirting the village, opposite Wymondley Care Home.
- 11.9 Another means of assessing the current capacity of community centres and halls within the district is to use a standard in terms of floor space. The current Planning Obligations Supplementary Planning Document²³ and the Community Halls Strategy uses 0.1 square metres of floor

²² Centres and Halls Users Survey, NHDC Leisure and Cultural Services, Nov/Dec 2009

²³ Planning Obligations Supplementary Planning Document, Adopted November 2006, NHDC

space per person. Table 12 below,²⁴ identified the current capacity of halls in the towns and within Knebworth. The Community Halls Strategy allows for a 40% uplift within the towns to account for other facilities within the locality that are not within the control of the local authority, but are available for community use, such as halls available to hire within schools, scout huts, community rooms etc. In adopting the Community Halls Strategy members acknowledged that there would need to be an early review of the 40% uplift. As an example, the 40% at Great Ashby is likely to be less as this is a relatively new community with very few 'other' facilities in the vicinity. This has been shown by the already identified need for an extension to the centre to deal with both the needs of the existing community and potential future planned growth. Therefore, a 20% uplift has been used for Great Ashby for the purposes of this IDP.

11.10 The table also identifies future requirements in relation to planned growth which is discussed in more detail in the infrastructure requirements paragraphs of this section. It should be noted that the figures relating to future growth have been revised since adoption of the Community Halls Strategy. Table 12 is an updated version to allow for these changes.

11.11 With the exception of Knebworth, projections for the rural areas show a surplus even with growth identified for the 4,500 dwellings. Therefore, the details for rural areas are not shown in the IDP as the impact of growth is unlikely to be significant. Detailed calculations in relation to the rural areas are contained within the Community Halls Strategy.

²⁴ Source: Community Halls Strategy, NHDC, 2011

Table 12: Projected Growth and Floorspace Surplus / Deficiency for towns and Knebworth

A:	B:	C:	D:	E:	F:	G:	H:	I:	J:
Civil parish	Estimated population 2011	Estimated population attributed to growth only 2011 to 2031	Existing managed floorspace (m ²)	Uplift of 40% to account for other facilities.	Target size at 0.1 m ² per person (2011)	Current surplus or deficit against target (2011)	New growth needs based on 0.1 m ² per person	Target size at 0.1 m ² per person (2031)	Future deficit or surplus against target (2031)
Towns									
Hitchin	34105	2225	2977	4168	3410	757	222	3633	535
Letchworth	33176	2570	2539	3555	3318	237	257	3575	-20
Baldock	10319	2815	935	1309	1032	277	282	1313	-4
Royston	15530	2196	1052	1473	1553	-80	220	1773	-300
Great Ashby	5121	0	519	623	512	111	0	512	100
Strategic sites		14,880	1,488					1,488	1,488
Rural									
Knebworth	4675	24	447		468	-21	2	470	-23

- 11.12 Using the target 0.1 square metres of floor space per person as identified in Table 12 above it can be seen that the district is currently well served by community halls and facilities in Hitchin, Letchworth and Baldock in relation to space provision. Royston Town Hall is not currently operated by the Council. However, it is a significant facility providing approximately 560 square metres of community space. It is now known that part of this space (Hardwick Hall) is soon to be used for a community cinema which is 212 square metres. Therefore, a total of 348 square metres has been included within the calculations above for existing managed floorspace. Paragraphs 11.18 below outlines the plans for the cinema in more detail.
- 11.13 In the case of the Great Ashby Community Centre an extension has recently been added that would deal with both existing needs of the community and provide some capacity for a small amount of growth if required in the future. This is a much needed addition, to a community centre that was previously limited by its original size in relation to the population it served.
- 11.14 A structural survey was also undertaken to determine the current quality of facilities and was reported in the Community Halls Strategy. A majority of halls scored 'good' or above. However, 15 of the 43 halls surveyed scored 'average' or 'poor'. The results are contained within the Community Halls Strategy.

Planned/Committed Provision

- 11.15 The Community Centres and Halls Strategy will help inform any planned provision in the district.
- 11.16 It is planned to refurbish Hitchin Town Hall²⁵ and transfer the operation of part of the building to a local community organisation. The remainder of the building will be used as a museum to be run by the Council. Works have already commenced and the hall will reopen in Feb/March 2014. The Council is currently discussing future plans for Baldock Town Hall with a local community group. The future of Letchworth Town Hall is also currently under discussion with local business representatives in an effort to return it to suitable use for office accommodation or community use.
- 11.17 The conditions assessment of Bancroft Hall, Hitchin indicates that it has a maximum operating life of five years and is

²⁵ North Herts District Council Cabinet Committee – November 2010

likely to not be replaced after this time. It is likely that Bancroft will not close until Hitchin Town Hall reopens. Further discussions are taking place in relation to the future of Brotherhood Hall in Letchworth and the co-location of other uses.²⁶

- 11.18 There are currently plans by the Royston First BID Company Ltd - the company running the Royston Business Improvement District to provide a community cinema for Royston. For reasons of access, visibility, location and civic function the preferred site for the cinema is Royston Town Hall. This development was agreed in principle by Royston Town Council by a vote of the full council in 2010. In May 2011, the full council voted to accept the funding recommendations from their Finance Committee to allocate a sum of money to re-furbishing the Town Hall in readiness to receive the cinema.
- 11.19 The NHDC Royston Area Committee has also financially supported DDA improvements to the building. The auditorium for the cinema is to be located in the upper hall. The ground floor - broadly similar in area to the upper hall - will serve as the cinema foyer, including ticket, sales, bar, etc. plus access to all toilets. This second hall will halve the existing community provision area. When not in use as a cinema it is envisaged that the upstairs hall will continue to be available for other appropriate community uses, such as meetings, dance clubs etc. The Cinema is expected to open in 2013.
- 11.20 The Community Halls Strategy also identifies that the Council, whilst the landlord, is not necessarily best placed to run a community facility and that passing the running of a local hall to a community or voluntary group can prove more cost effective and engage communities better in what then becomes 'their' centre. This is an area that the Council will seek to encourage to ensure future sustainability of community centres for both existing and new facilities.

Infrastructure Requirements

- 11.21 The role of the community centre is becoming increasingly important in relation to providing a wide range of services for the public. Many organisations are considering rationalisation and the possibility of co-locating within community centres. For example, the police may wish to use offices within the community centre, adult day care could be provided in one of

²⁶ Community Halls Strategy, North Herts District Council, 2011

the community rooms and pre-schools are often utilise community centres already. Therefore, any new or extended community centres will need to be of an acceptable size to accommodate these needs.

- 11.22 In relation to Hitchin, a surplus of community hall space is identified in the strategy. The Council's plans to demolish Bancroft Hall will reduce this surplus. Even with the loss of Bancroft Hall, growth within Hitchin would be able to fully utilise existing capacity.
- 11.23 Baldock and Letchworth would be able to utilise some existing surplus capacity. However, these towns would have shortfalls against a standard of 0.1m² per person at their projected 2031 populations, but not enough to justify completely new centres. The shortfall in Baldock is likely to be minimal. However, in view of the possibility of significant development within Baldock that would be at a distance from the existing Community Centre, as identified by the 800 metres distance standard outline above, consideration needs to be given to the provision of facilities within the eastern part of the town and sharing space with other uses.
- 11.24 The amount attributed to growth within Knebworth would be very little, but could become an issue if additional growth is located in this village location.
- 11.25 It should be noted that plans for the community cinema at Royston will reduce the amount of available community centre space and this has been accounted for in Table 12. To address the projected shortfall in Royston and to address the quality issues it would be appropriate to enhance and/or expand the Town Hall as this is centrally located to all the development proposals. However, this would need to be fully considered in light of the cinema proposals outlined above. There are a number of post-war extensions to the hall which are of poor quality. The Royston Town Centre Strategy²⁷ identifies the Civic Centre / Town Hall site as one of its Key Opportunity sites that would benefit from redevelopment, public realm improvements or refurbishment. The Town Hall is located within this site and is likely to be retained and updated so that it is of a modern standard. A Civic Centre / Town Hall Development Brief is currently being prepared, as recommended by the strategy. This will involve further discussions with service providers.

²⁷ Royston Town Centre Strategy, Supplementary Planning Document, NHDC, Adopted June 2008

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- 11.26 A potential 6,200 additional dwellings for the strategic sites would require 1,488 m², using the standard of 0.1m² of community hall space per person. Each new community centre would need to be a minimum size to ensure that it would be practically viable in terms of there being sufficient space to accommodate needs of the new residents. The Community Halls Strategy refers to 500 sq m as an appropriate minimum depending on a number of factors, such as local needs, location and the community it will serve. This equates to three new community centres for the strategic sites.
- 11.27 The 800 metres distance standard as identified in the Community Halls Strategy will be used as a benchmark for assessing the provision of new community centres in terms of location, as new community centres should be within reasonable walking distance of its residents.
- 11.28 As outlined above, the Council's preferred approach is for community halls to be run by a community or voluntary group. This will be reflected in any start-up costs for new community centres.
- 11.29 The Structural Surveys have identified a number of community halls where improvements in relation to quality may need to be made if funding is available. In areas where there is growth and the quality has scored below good, the growth is likely to adversely impact on these facilities.

Infrastructure Summary

- 11.30 Baldock – Consideration of the co-location of a new community hall facility in the eastern part of the town with other services to address a deficiency in distance standards. This will need to be located at in any master plan for the growth in Baldock if this takes place.
- 11.31 Royston – Enhancement/expansion of the Town Hall.
- 11.32 Strategic sites – Three new community centres.
- 11.33 District Wide – Improvements to existing halls.

Costs

- 11.34 The cost²⁸ of a new 500 square metre community hall is identified as being approximately £1 million. In addition,

²⁸ Planning Obligations Supplementary Planning Document 2006, North Herts District Council. £950,000 updated to 1st Quarter 2012 prices.

there will be initial set-up and running costs of £35,000. On a pro-rata basis the following costs have been calculated:

- Strategic sites - £3.1 million
- Baldock – Costs not currently know.
- Royston £621,000 (£455,000 for growth and £166,000 for existing deficiency).
- District Wide Improvements – £3,000,000²⁹. This equates to approximately £21 per person if divided by the total population to 2031. £230,000 of which relates to the increase in population as a result of planned growth for the 4,500 dwellings. Strategic sites are not currently included in this calculation, as these are likely to have their own new community centres.

²⁹ As identified in the Community Halls Strategy 2011.

12. Sports Facilities

- 12.1 NHDC has a Sports facilities Strategy which was adopted in 2010.

Existing Provision

Sports Halls

- 12.2 There are a total of 21 sports halls and a further 4 ancillary halls, totalling 8750m² of floor space. Of these, two are owned by NHDC and the remaining halls are mainly school sports halls where there is public access outside school hours. It should also be noted that there are a number of sports halls which are outside the District but within a 20 minute drive time.
- 12.3 Sport England's Facilities Planning Model which forms the basis of the Sports Facilities Strategy helps to assess the strategic provision of community sports facilities. In North Hertfordshire, the assessment takes into account all sports halls with more than three courts which includes the main leisure centres and some schools. The model assesses demand and supply across local authority boundaries and takes into account catchments and capacities of existing facilities. It identified that whilst not all capacity is used across the District, there are some facilities, particularly the three main sports halls that are well used, which are operating at or above capacity. Additional capacity could be considered at these sites or by improving community access to other halls on school sites.

Swimming Pools

- 12.4 There are 14 swimming pools in North Hertfordshire, five of which are outdoor pools and the remaining nine indoor pools. Almost half of the total waterspace available is located outdoors and is therefore available for a short period during the year, and liable to significant seasonal fluctuation. There are five pools outside the District but within a 15 minute drive time and a further three pools within a 20 minute drive.
- 12.5 Sport England's Facilities Planning Model helps to assess the strategic provision of community sports facilities. In north Hertfordshire the assessment includes all pools over 20m in length or 160sq m in water area in community use. Outdoor pools are excluded. The FPM shows that the supply of swimming pools in the District is very high with 21.5sq m of water space per 1000 people, compared with 12.90sq m per

1000 people in England. The District has sufficient capacity to meet some demand from neighbouring local authority areas.

Health and Fitness Centres

- 12.6 The North Herts Sports Facilities Strategy identified that there are 17 health and fitness centres providing 697 health and fitness stations. Of these 40% of stations are for “pay and play” use, 53% available for registered members, 2% on a club site and 5% privately used. There are also a number of facilities available outside the District within a 15 minute drive time. The District has a capacity ratio for stations per 100 population of 5.96, which is above the national average. Anticipated demand within the District is for about 595 stations. Currently, there appears to be no justification for any additional facilities. Were there is an increase in demand it is expected that this would be provided by the commercial/private sector or partner agencies such as Stevenage Leisure.

Indoor Bowls

- 12.7 There is just one pay and play bowls facility in North Hertfordshire but there are a number of facilities within a 30 minute drive time. The provision of indoor bowls facilities is relatively good in the national context but only average in the region because of the higher levels of participation. The Sport England Sports Facilities Calculator estimates that there is sufficient demand in the District for 1.3 centres, or 8 rinks which compares with the current provision of one 8 rink centre. This is considered to be adequate and that no additional facilities are needed currently.

Indoor Tennis

- 12.8 There is one indoor tennis facility, with 3 courts, within North Hertfordshire and six more within a 30 minute drive time, the nearest approximately 15 minutes drive. The Sports Facility Strategy states that on the basis that the average provision in the county is 0.06 courts per 1000 population (or one 4 court centre per 67,000 population) there is a shortfall of about 4 courts and that a further 3 courts could be justified to meet likely demand.

Artificial Grass Pitches

- 12.9 There are 6 artificial grass pitches (AGPs) in the District, five of which are full size and all are floodlit. Four of those pitches

are located on school sites, one is run commercially and one is club based. There is a further AGP within a 15 minute drive at John Henry Newman School, Stevenage and a further 8 pitches within a 20 minute drive. It should also be noted that there are a number of proposals for AGPs within and around the District at various stages of development. The Sports England Sports Facilities Calculator estimates that there is sufficient demand in North Hertfordshire at normal participation levels for 3.5 pitches which compares favourably with the current provision.

Athletic Tracks

- 12.10 There are currently no athletic tracks within the District. The nearest tracks are Ridlins Wood, Stevenage and Gosling Sports Park both within a 20 minute drive time. There are a number of other tracks within 30 minutes drive time.

Planned/Committed Provision and Future Changes

- 12.11 There is a need to update the Hitchin Swimming Centre to provide a changing village. This is part of the Council's capital programme with an aim to refurbish these in 2013/14 at an approximate cost of £660,000.
- 12.12 The North Herts Leisure Centre in Letchworth was opened in 1982 and has had significant investment in recent years to the approximate value of £2.5M. As part of the Sports Facility Strategy Action Plan an options appraisal needs to be undertaken to determine the replacement, rebuild or refurbishment of this facility. There is a significant need to invest in this facility as it is now coming to the end of its life; recently energy efficiency measures, including increasing the insulation of the centre's roof, have taken place in order to reduce energy use and running costs. Without further substantial investment it will not be fit for purpose in the longer term. Discussions are currently taking place with the Letchworth Garden City Heritage Foundation as to how this might happen and how there may also be an opportunity to further enhance sporting and leisure facilities in the vicinity of the leisure centre.

Infrastructure Requirements

- 12.13 The capital projects identified at the Hitchin Swimming Centre and North Herts leisure Centre are facilities that proposed growth are likely to impact on, as the residents of new dwellings would increase usage of these. The Council

and/or its agency partners will need to continue to invest in these facilities to ensure they remain fit for purpose. The Sports Strategy identifies that the North Herts Leisure Centre in Letchworth is well used by residents not only within Letchworth and Baldock, but also further a field.

12.14 Further work to determine whether any sports facilities are required for the strategic sites will need to take place once more detail is known. This will also depend on an analysis of the capacity of sports hall provision and swimming pool facilities in other towns if strategic sites on the edge of Stevenage or Luton come forward.

12.15 The Sports Facility Strategy identifies requirements as a result of additional growth. However, the strategy will need to be looked at again in relation to changing growth scenarios and strategic sites.

Costs

- Hitchin Swimming Centre - £660,000
- North Herts Leisure Centre - £5 to £10 million depending on whether refurbishment or replacement is chosen.

12.16 It should be noted that only a proportion of these costs relate to new development, as these projects will serve existing residents too. An appropriate standard costs per person was worked out in the Planning Obligations SPD as being £311 now updated to £328 at current prices³⁰. Taking into account an additional 10,961 people³¹, this would equate to £3.6 million. Requirements in relation to strategic sites will depend on the location of development. It may be that some sites will be big enough to have their own sports facilities, which could include shared use with other community buildings such as the schools. A potential 6,200 new dwellings could result in £2 million of sports provision.

³⁰ £311 updated to first quarter 2012.

³¹ Taken from Appendix A

13. Youth Provision

- 13.1 Youth Connexions provide youth services/positive activities and information and guidance for young people aged 13 to 19 years and up to 25 years for young people with additional learning needs/LDD (learning difficulties and disabilities). They work closely with voluntary and community organisations to support, coordinate and enhance local provision. This can be through activities, support, information, advice, volunteering, informal educational opportunities, advice on courses and careers. They work in a variety of settings with young people such as youth projects, community centres, youth centres, One Stop Shops, Youth Connexions Centres, training provisions, schools, colleges and other learning establishments. They also provide flexible and short-term focused work in local communities.
- 13.2 Youth Connexions was established in 2008 and is made up of the Hertfordshire County Council Youth Service and Hertfordshire Connexions within the County Council's Children's Services. In January 2012 the service became part of HCC Services for Young People. Services for Young People has a wider portfolio, which includes Universal Services and Targeted Services.
- 13.3 Extended Services referred to in Section 10 also includes the provision of youth services. The Hertfordshire Children's Trust Partnership (HCTP) oversees the implementation of the Every Child Matters programme. HCTP is chaired by the Director of Children's Services at the County Council and consists of a number of agencies including Youth Connexions. The partners have agreed key priorities and the delivery of a programme of action through the Children and Young People's Plan³².
- 13.4 The Education & Inspections Act 2006, Part 1, Section 6: Education Act 1996, Section 507B states that local authorities must, so far as reasonably practicable, secure for qualifying young persons in the authority's area access to sufficient educational and recreational leisure-time activities, which are for the improvement of their well-being. In addition, sufficient facilities for such activities.

³² North Hertfordshire Children's Trust Partnership, Children and Young People's Plan 2009-2012.

Current Provision

- 13.5 Hertfordshire County Council uses benchmarks for youth work as outlined below, the first four were set out in Resourcing Excellent Youth Services in 2002:
- 25% of 13-19 year olds to be in contact with the service
 - 15% participating
 - 60% of participants receive outcomes
 - 30% of participants receive accreditation
 - 25% of activities to take place at weekends
- 13.6 Progress towards meeting these benchmarks has increased year on year since the start of Youth Connexions and 25% of the 13-19 population are in contact with the service. In North Herts approximately 2000 young people have attended Youth Connexions youth work provision. Of these approx 600 have received Recorded Outcomes. Weekend provision has also increased including a number of one off events such as gigs and the Baldock Festival.
- 13.7 This Council has been working closely with its young people to understand whether the current youth service is meeting their needs. This previously too the form of a Teenagers Task and Finish Group. In its report to Cabinet³³ the Task and Finish Group recognise that a large number of teenagers access youth services, but that the pattern of usage varies and some young peoples needs were not being met. When distinguishing between formal and informal provision, the former was considered by the group to provide better facilities/services and are well maintained by enthusiastic leaders. The group identified that public sector youth services are not always used to their full potential and that there is a duplication of some services. The Teenagers Task and Finish Groups recommendation to the Cabinet report are outlined in paragraph 13.13 relating to future plans below.

³³ NHDC Cabinet June 2011

Table 13: Current youth provision within the district

Area	Provision	Current standard
Letchworth	The Grange Youth Project, Pelican Way. Tuesdays and Friday evenings.	The building is fit for purpose. However, the IT room is very small.
	Jackmans Youth Project, The Old Library, Ivel Court. Tuesday evenings.	Improvements to the building required. Few facilities, no functioning kitchen so activities are limited.
	Youth Connexions Centre, Goldsmiths Centre. Open every weekday afternoon.	
Baldock	Baldock Youth Project, Simpson Drive. Two nights a week.	Enhancements would be required if there is an increase in people, such as the kitchen facilities.
	Baldock Youth Council, Simpson Drive. Meet once a week.	
Hitchin	Bancroft Centre for Young People. Open three nights. One night activities, one night project for young people with special needs and another night projects.	Fit for purpose. Capacity in size to cope with additional people. Would need additional staff to cope.
	Detached work on a Friday night. One-to-one support for those in need.	
	Young Parents and Parents to Be Project. Oughton Head Children's Centre. Wednesday afternoon.	

	Information, advice and guidance (IAG) drop in. Youth Connexions Centre, Bancroft. Thursday afternoons	
Royston	Meridian Youth Centre, Garden Walk, Royston. Two nights.	Fit for purpose could cope with some additional young people.
	Detached Project. Friday nights.	
	IAG open one afternoon a week.	
Rural Areas	Youth Connexions provides short-term pieces of work in rural areas (for example summer activities). There is voluntary provision in a number of villages supported by Pro-Action Yes, see task and finish group report	
Kimpton	Kimpton Youth Project, Dacre Rooms, High Street	Fit for purpose. Could cope with some additional people, but would need enhancements.
District Wide Schemes	Summer Holiday Provision. A five week programme delivered across the district.	
Stevenage	Bowes Lion House Youth Centre	This is the main centre within the town. The building can physically accommodate additional people. There would be staff implications.
	Great Ashby Youth Club	Great Ashby Community Centre.

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- 13.8 The table clearly shows that there is a lack of youth provision within the rural areas. Limited transport is also a barrier to young people travelling to services. Support for young parents in Hitchin is limited as many are unable to travel to the Oughton Head Children's Centre. There is a part-time Youth Connexions Centre (offering Information, Advice and Guidance), which operates from the health Clinic in Royston one afternoon each week. Whilst there is no Youth Connexions Centre in Baldock young people in school can access services via Knights Templar, and also can access services via the Youth Project in Baldock.
- 13.9 Encouraging local community involvement and volunteer projects within the rural areas would assist with some of this deficiency. Youth Connexions directly funds Pro-Action, the voluntary youth sector umbrella organisation and does support and work with Proaction to develop voluntary led provision. The Children and Young People's Plan³⁴ identifies these issues as a priority.

Planned/Committed Provision and Future Changes

- 13.10 Youth Connexions is planning Saturday evening events in each of the four towns. There will be new project nights in Hitchin and there is a plan to deliver some mobile provision in rural areas. The Youth Work Offer (which outlines all of the projects) is reviewed every year, and details of projects are widely available via leaflets and the HCTP Youth Portal: <http://www.channelmogo.org/>
- 13.11 There have been no changes to frontline delivery as a result of budget cuts. A universal service continues with delivery that responds to locally identified need and in response to the priorities of the Children and Young People's Plan to work with vulnerable groups.
- 13.12 The Teenagers Task and Finish Group reported to Cabinet recommended that there needs to be more detailed consideration of how funding is used efficiently to ensure young peoples needs are met and that facilities are maintained and enhanced. A district wide partnership group has looking at ways to address the identified gaps in provision identified by the Teenagers Task and Finish Group and take forward the recommendations in the report. This

³⁴ North Hertfordshire Children's Trust Partnership, Children and Young People's Plan 2009-2012.

involves NHDC and County Council officers and relevant members.

Infrastructure Requirements

- 13.13 As identified in the introduction to this section, the provision of youth services can be through a variety of functions and in a number of different settings. It is not necessarily provided within purpose built youth centres, but can also be located within community centres, extended schools and other public meeting places. It is therefore important to ensure that existing and new community buildings are designed with sufficient flexibility to take into account the provision of youth services.
- 13.14 Young peoples ability to access youth services which are affordable and easy to get to is also an important factor.
- 13.15 In view of the nature of youth services, additional provision in relation to enhancement or setting up new clubs and services is a factor that needs to be taken into account in areas where there is significant growth of housing.
- 13.16 An average of the two FE calculations for secondary school aged children as identified in Table 9 has been used as a bases for measuring additional youth services³⁵. As stated in paragraph 13.5 above, a target of 15% of young people will participate in youth activities and 25% making contact. HCC has provided some information regarding existing capacity in relation to participating young people. These calculations have been taken into account in the table below:

³⁵ The average FE requirement for secondary schools (Table 9) x 7 years (which assumes an age group of 13 to 19 years)

Table 14: Youth Requirements

Area	Number of young people ³⁶	Targets		Existing capacity	Requirements	Costs ³⁷
		Contact 25%	Places 15%			
Non-Strategic						
Hitchin	409	102	15	None	Youth provision at Bancroft will need to be relocated. Growth in the southern rural areas will need to be accommodated possibly in one of the villages.	£111,000
Letchworth	357	89	13	None	Enlargement of existing facilities.	£97,000
Baldock	408	102	15	15 places ³⁸	87 additional places required and 15 additional contact.	£94,000
Royston	340	85	13	15 places ³⁹ at Meridian.	70 additional places ⁴⁰ required and 13 additional contact.	£76,000
Strategic						
Strategic Sites	6,200 dwellings is likely to give rise to 2,068 young people.	517	78	None, as the very limited capacity is already accounted for above.	Additional youth facilities are likely to be provided within any new community centres. Any strategic sites around Stevenage would need to contribute towards the upgrade of Bowes Lion House Youth Centre as well as provision within the community centres. Any	£618,000

³⁶ As above.

³⁷ £256 per youth (column 2 – existing capacity column 5), taken from HCC Planning Obligation Toolkit, January 2008 and updated using PUBSEC index to first quarter of 2012 to £271 per potential user. Total youth costs – existing capacity (i.e. cost of 60 young people).

³⁸ 15 places is 25% of 60 young people.

³⁹ As above.

⁴⁰ 15% of places (58 youths) – 15 existing places

					<p>sites that are too small to have a community centre within it would place an additional burden on the towns and would result in a change in the above numbers to address the cumulative impact.</p>	
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13.17 In relation to youth provision in Bancroft, the Community Halls section of this IDP (Section 11) refers to this centre having a maximum operating life of 5 years. Further discussions between HCC and NHDC are required in relation to finding a more suitable location.

13.18 The calculations above include additional young people in rural areas, these have been grouped with their nearest town. Most of the rural areas will not have such a significant amount of growth to enable significant requirements in these areas. However, some of the costs could go towards youth provision in a rural area proportionate to the amount of development taking place there, particularly in the villages where there would be more noticeable growth. Ongoing discussions are taking place with the Youth Service in relation to their requirements for future growth.

Costs and Funding Sources

13.19 Youth Connexions receives funding mainly from HCC but is successful in generating other income through partnership work. If there is a growth in population in any area there would be a need be increased funding to respond to that. The costs are outlined in the table above, showing a total of £618,000 for strategic sites and £378,000 elsewhere. An average figure has been taken for the number of young people between the range identified in the education section. This is considered reasonable given the target assumptions that have been made and the relatively low costs involved. The figure of £271 per young person has already accounted for the 25% target of youths potentially using a facility.

14. Play Provision

14.1 The Children's Services Team at North Herts District Council support a range of play opportunities across the District aimed at 5 to 13 year olds. In some areas the team works alongside Children's Centres to provide activities for children under 5. The play services currently run by the Council include:

- Play Rangers - This includes the provisions of free, open access drop in sessions in local parks and open spaces in the school holidays.
- Community Play Programme - This develops and delivers play opportunities in targeted areas, this includes after school activities. However, funding for these services is no longer available and all projects are due to close by the end of 2011 unless alternative forms of funding can be found.

14.2 Stevenage Borough Council's Play Service provides free, open access opportunities for children aged 5 to 14. Many of these are purpose built facilities within the neighbourhoods.

14.3 Play is an essential part of every child's life and is vital for the enjoyment of children as well as social, emotional, intellectual and physical development. Research shows⁴¹ that play has many benefits for children, families and the wider community, as well as improving health and quality of life. Facilities for play services can be seen as a focal point for communities and provide a sense of community spirit. Parents often feel more secure knowing their children are happy, safe and enjoying themselves through organised play provision.

14.4 The North Herts Play Strategy⁴² was developed in 2006/7 and was last updated in 2009. It recognises that play services are intrinsically linked to other services, such as parks, open spaces and leisure facilities. Many of these are identified within this IDP. It also recognises the importance of partnership working for increasing play provision. North Herts Play Partnership oversees the development and delivery of the Play Strategy. It consists of a range of public, voluntary and private organisations who are committed to improving play opportunities for children. This includes schools, playgroups and nurseries, after school and holiday clubs and representatives for the District Council, National

⁴¹ Play England

⁴² North Herts Play Strategy 2007-2012, NHDC last updated 2009

Childminders Association, Children's Centres and Extended School's Consortia.

- 14.5 The more recent Children and Young People's Plan⁴³ by the North Hertfordshire Children's Trust Partnership (HCTP) also has an important role in delivering play provision. This reflects out a number of actions referring to the Local Strategic Partnerships priorities, the most relevant of which being, 'Promoting child development through play'. This includes working with partners to provide holiday play and after school provision. Whilst these aspirations will remain and be delivered through the sports development team and partner agencies, the proposal to remove district children's trust partnerships and deliver their work through both the county level 'safeguarding board' and 'health and well being board' may alter the timing of activities as previously proposed, or indeed their source of funding going forward.

Current Provision

Community Play Programmes

- 14.6 The Community Play programme was funded by the Big Lottery Fund for Children's Play from 2007 up until September 2010. Further funding from County Council Locality Budget Schemes, Extending Opportunities and Local Area Committees was available until July 2011. That funding has now been continued, at the discretion of each area committee, until the end of the 2012, whilst partner organisations try to identify alternative sources of funding. Play Rangers will no longer be funded for half terms from April 2012 and will just operate in the Easter and Summer holidays. Existing Community Play Provision is as follows:
- Letchworth - Icknield Infant School and the Radburn Play Project (two week summer holiday programme only)
 - Royston - Coombes Community Centre, Burns Road
 - Hitchin - The Westmill Play Project, Oughton Primary School

⁴³ North Hertfordshire Children's Trust Partnership, Children and Young People's Plan 2009-2012, Appendix 1 page 33 and 34.

Play Rangers

Table 15: Existing Play Ranger Provision

Area	Provision	Current Standard
Play Rangers		
Various outside locations throughout the district	Free sessions during school holidays. Activities include: Arts and Crafts, Sport and Games, Junk Modelling, Den Building and Sand Play.	There is a need for a wider range of open access play opportunities, facilitated by play rangers. ⁴⁴ Most of the district is covered in the summer holidays, during other holidays the sessions are minimal, usually in the town centres. There is unmet demand in the rural areas and town estates.
Lunchtime Play	NHDC works in partnership schools to develop lunchtime play that can then be sustained by the school.	
Holiday Play (in addition to the Community Play Programme)	Play rangers run in the holidays. Rural Play ended in 2008.	There is a lack of holiday play provision throughout the district outside the summer period. ⁴⁵
Stevenage Borough Council Built play centres are located within the neighbourhoods.	St Nicholas Play Centre is located close to Great Ashby. It offers a range of holiday and after school activities.	

⁴⁴ North Hertfordshire Children's Trust Partnership, Children and Young People's Plan 2009-2012, Appendix 1, page 34.

⁴⁵ As above.

- 14.7 In 2010/11 the Children's Services Team in North Herts provided over 30,000 unit hours of play services with an average 83% attendance (the Council's target is 80%). This equates to approximately 20,000 recorded individual attendance by children and young people.
- 14.8 There is currently a population of about 15,371 children within the age range that can attend play provision. These are served by four teams of three full time play rangers and four community play projects that employ four staff. For the purposes of setting a standard for future provision, this equates to one play ranger every 1280 children and one community play team member per 950 children.

Planned/Committed Provision

- 14.9 Aside from the additional funding allocated by relevant Area Committees towards the community play schemes, funding beyond the next financial year is uncertain. However, whilst play provision is not a statutory service it makes a valuable contribution to children's lives and provides additional opportunities for their development.

Infrastructure Requirements

- 14.10 As with youth provision, many play services are not necessary provided for within purpose built facilities in the district, but instead take place within a variety of settings. This could be play rangers in the park or holiday clubs in community meeting places. It is therefore important to ensure that existing and new community buildings, together with green spaces are sufficiently flexible to accommodate the needs of children. Accessing these facilities is also an important factor in relation to location and affordability.
- 14.11 The evidence used in section 9 for schools has provided a basis for working out the approximate number of additional 5 to 13 year olds by taking the form entry (FE) school requirements and multiplying this by 9 years (5 to 13 year age group)⁴⁶. The table below indicates each town. The rural areas have been accounted for by which town they are closest served by, which is the same as the secondary school calculations for FE.

⁴⁶ The schools have a range of figures to determine child yield. For the purposes of this calculation an average figure has been used. Therefore, the requirements are an indication of the costs and could be more or less depending on the outcome of further discussions with HCC regarding child yield.

Table 16: Play Provision Requirements

Area	No of children (5 to 13 years)	Play Rangers	Community Play
Non-Strategic			
Hitchin	526	0.41	0.55
Letchworth	459	0.36	0.48
Baldock	524	0.41	0.55
Royston	437	0.34	0.46
Total	1946	1.52	2.04
Strategic			
Strategic sites	2659	2.08	2.80
Total Including Strategic Sites	2659	3.60	4.84

- 14.12 Provision is already stretched, as identified in the existing capacity section. Therefore, the increase in population will have a marked impact. Particularly, within the strategic sites where there would be a large number of children within substantial new communities. A minimum number of 3 Rangers and 4 Community Play Staff would be required for a new team. However, with the exception of South West Hitchin, most strategic sites on their own would be unlikely to be big enough in themselves to have a dedicated team. In view of this, merging the strategic requirement and the rest of the district together to accommodate one new team (7 additional staff) could be an appropriate option.
- 14.13 This would allow for additional play sessions to be accommodated within the district in areas where there is growth and where it is most needed. The chosen strategic growth areas are an example where this would be suitable. Whilst, providing services within multi-functional community centres and in parks would not meet the high standards already operating in Stevenage, through purpose built play centres, a contribution to the provision of a service such as play rangers and community play staff would go some way to meeting the needs of children. The statistics in paragraph 14.6 indicate that attendance rates are high when such services are provided.

Costs

14.14 The costs of providing one additional Play Rangers Team for 2 weeks over Easter and 4 weeks over the summer would be £8,500 per year⁴⁷. This includes £6,000 for the staff, £1,500 for van hire and £1,000 for equipment. The cost of a Community Play Team would be £9,300 per year. The costs for a ten year period are therefore likely to be £85,000 for the rangers and £93,000 for community play. A ten year period has been given as funding for this service is extremely limited and under threat. The Localism Act allows for on-going costs to be funded for infrastructure through CIL and in this case this is considered reasonable.

⁴⁷ NHDC, Children and Young Persons Development Manager

15. Libraries

- 15.1 Hertfordshire County Council is responsible for library services within the District, within the Libraries Culture and Learning (LCL) portfolio of the Health and Community Services department. The library service is a statutory service (Public Libraries and Museums Act 1964). 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 places to promote community wellbeing.
- 15.2 In July 2010 the Minister for the Department of Culture, Media and Sport (DCMS), Ed Vaizey set out in his speech⁴⁸ the importance of library services for the community. He highlighted the role of libraries being at the heart of the digital agenda, the need for effective leadership through better partnership working, flexibility and innovation, and announced a support programme for councils through the Museums Libraries and Archives (MLA) and the Local Government Association (LGA).
- 15.3 The County Council is committed to the provision of good quality library services to local communities. It is exploring new ways of delivering the service in line with the ideas piloted as part of the MLA's 'Future Libraries' programme: http://www.mla.gov.uk/what/programmes/the_future_libraries_programme
- 15.4 Key priorities for LCL are outlined in the annual Library Service Plan: <http://www.hertsdirect.org/libisleisure/libraries/whatsonwhatnew/servplans/>

Existing provision

- 15.5 North Hertfordshire has five libraries, which are in Baldock, Hitchin, Knebworth, Letchworth Garden City, and Royston. Stevenage has two libraries; one within the town centre and the another smaller one in the Old Town. There is also a mobile library service⁴⁹, based at Hitchin Library that covers all the rural communities within the District. The County

⁴⁸ 'Remodelling partnerships to meet the challenges of 2010', Ministerial Speech, 1 July 2010

⁴⁹ Website detailing all the current mobile stops in North Herts District: <http://www.hertsdirect.org/libisleisure/libraries/findlib/mobtralibs/>

Council also provides a Home Library Service for housebound people, plus library services to residential care homes/sheltered accommodation via a Community Services Mobile Library and a Centres Delivery Service.

- 15.6 In terms of assessing existing capacity, the MLA⁵⁰ recommends a benchmark of 30 square metres per 1,000 residents for library space. Taking into account the total population within the district of 126,186⁵¹ this would equate to 3,786 square metres of library floor space. Existing total floor space for the libraries in the District is 2,301 square metres which is only 18.6 square metres per 1,000 population which is well below the MLA recommendation.
- 15.7 The County Council has provided a breakdown of each library in relation to its floor space, quality and current provision. The last columns indicate future requirements as a result of growth taking into account the MLA recommended benchmark of 30 square metres per 1,000 population. These are outlined in Table 17.

⁵⁰ Museums, Libraries and Archives (2010), 'Public libraries, archives and new development: a standard approach'

⁵¹ See Appendix A for population statistics.

Table 17: Library Provision

Library	Band ⁵²	Floor space (m ²)	Current provision	Additional provision required	Cost ⁵³
Non-strategic					
Baldock	3	325	Small community library, fit for purpose.	<ul style="list-style-type: none"> ◆ Additional stock in proportion to population increase ◆ + 2 public computers 	£239,000
Hitchin	2	660	Extremely well used larger library, on two floors with public lift.	<ul style="list-style-type: none"> ◆ Extension to children's area ◆ additional stock in proportion to population increase 	£189,000
Knebworth	3	234	Small community library, adequate.	<ul style="list-style-type: none"> ◆ None 	
Letchworth Garden City	2	606	Well used larger library. Good location, internal layout compromises the delivery of modern public services. Partially refurbished in 2009.	<ul style="list-style-type: none"> ◆ Improvements to shelving ◆ additional stock in proportion to population increase 	£219,000
Royston	2	476	Well used larger library in a good location, and fit for purpose.	<ul style="list-style-type: none"> ◆ Major refurbishment to increase capacity ◆ additional stock in proportion to population increase ◆ +1 public computer 	£187,000
Mobile Library Service – based at Hitchin Library	5		Serves all of the rural communities, with a fortnightly service. Currently operates at capacity.	<ul style="list-style-type: none"> ◆ additional stock 	£98,000
Stevenage	1	1114	One of the largest and busiest libraries in Hertfordshire. Partly refurbished in 2010. HCC are planning a new and enlarged library as part of shared service development within the town centre.	<ul style="list-style-type: none"> • New and enlarged library as part of shared service development within town centre 	This will depend on the extent to which strategic sites are located on the edge of Stevenage.

⁵² Library bands (from Hertfordshire Library Service Total Collection Management Manual)

1 - major libraries (population catchment 50,000+)

2 - large libraries (population catchment 20,000+)

3 - smaller independent libraries

4 - smaller libraries within the catchment of a larger library

5 - vehicles

⁵³ £80 per person taken from HCC, Planning Obligations Toolkit, January 2008 updated to £85 at 1st quarter 2012 prices.

Stevenage Old Town	4	106	Small satellite library, adequate.		
Strategic					
Strategic Sites				6,200 dwellings would increase pressure on the existing library facilities. Detailed requirements will depend on the location of strategic sites and their proximity to existing libraries.	£1,265,00 0

15.8 However, in most cases it is unlikely that the provision of additional floor space will be practical. In addition, the Government's drive for efficiencies and co-location of facilities are likely to influence overall space requirements. It was originally intended that this could either result in an increased use of library accommodation for community facilities, or a reduction in the library space in existing buildings due to additional facilities being moved in, such as local council services. The County Council has indicated that it intends to improve existing facilities rather than building new libraries. They are also exploring any efficiencies which can be achieved by use of other premises. It is likely that, in future, any increase in library services as a result of growth will be provided as part of a shared facility with other local services.

Planned/committed provision

15.9 14.9 No new libraries are planned. However, the Library Service Plan (identified above) has outlined the key priorities and targets for the service for 2010/11. The last column of table 12 above also provides information on possible future plans within this District and Stevenage.

Future changes in service provision

15.10 There are currently no planned changes in service provision, other than those set out in Table 17 above.

Infrastructure requirements

15.11 The additional service provision required arising from housing growth is detailed in the table above.

Costs

15.12 The costs are outlined in the table above. This totals £1.3 million for the strategic sites and £0.9 million for elsewhere.

16. Adult Care

- 16.1 Hertfordshire County Council is responsible for Adult Care within the newly formed Health and Community Services (HCS), formerly known as Adult Care Services (ACS). 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 Hertfordshire Partnership NHS Foundation Trust which operates integrated health and social care services.
- 16.2 HCS aims to provide an even spread of flexible care in North Herts both private and publicly funded.

Existing Provision

- 16.3 Information about existing provision in North Herts is provided in the North Herts District Accommodation Profile.
- 16.4 In relation to accommodation for adult care, ACS commissioning directorate has restructured to create an Accommodation Solutions Team (AST). These teams deal with accommodation with care, support or nursing for all adult care groups. AST has set up 5 local Boards each covering two districts. North Herts and Stevenage are covered by one of the Boards. The Boards will assist organisations in forward planning, while ensuring service needs are taken into account.
- 16.5 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.
- 16.6 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.

-
- 16.7 Market analysis⁵⁴ has found a shortfall of services providing an alternative to residential care for those self-funding their care. Flexicare is a key example of an option to residential care. HCC are partners in 5 flexicare schemes in North Herts, each of which has 5-7 people on their waiting list. Extra care is the private equivalent of flexicare, North Herts currently has only one private extra care scheme of 24 units, but is predicted to require 130 units by 2015.
- 16.8 A toolkit providing guidance on the provision of Flexicare housing has been published by the Care Services Improvement Partnership:
http://www.dhcarenetworks.org.uk/library/Resources/Housing/Support_materials/Toolkit/ECH_Toolkit_Website_Version_Final.pdf

Planned/Committed Provision

- 16.9 The schemes identified in paragraph 16.10 below are expected to take place within the next 2 to 5 years.
- 16.10 New Learning Disability Supported Living Placements are planned in Baldock. This is part of a larger development, providing 11 places in individual flats. There are early discussions with NHDC and NHS on the re-provision of community residential based services on the Royston hospital site to accommodate a Health and social care home for up to 90 beds.

Future Changes in Service Provision

- 16.11 There is currently a government consultation/proposals being made relating to future health and social care needs/payment for care. This is intended to explore options for balances better the current anomalies for some paying all care fees, with others being fully subsidised, which is inequitable. The outcome of this, and another initiative to increase the number of people purchasing their own personal care packages, may have an impact on the services provided by HCS and remain subject to review.

⁵⁴ Accommodation Services for Older People 2009.
<http://www.hertsdirect.org/services/healthsoc/adult/stratplanconsult/ASOP/>

Infrastructure Requirements as a Result of Growth within the District

- 16.12 Demographics suggest that in the future there will be a demand for more residential and nursing services in the private sector. There is an increase of 17% of people age over 65 according to JSNA⁵⁵ data. In view of this, HCS will require new developments to provide Flexicare and Extra Care Schemes across the district. Further discussions with the County Council will need to take place to determine the costs associated with this and how these schemes will be delivered, including new development at Strategic Sites.

⁵⁵ Joint Strategic Needs Assessment (JSNA) is a data framework mainly to do with Health , the service is required to base its strategic commissioning decisions for health and social care on this data set. See Department of Health website:
http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_081097

17. Police

- 17.1 Hertfordshire Constabulary is responsible for policing within this district and Stevenage. In April 2010 Hertfordshire Constabulary restructured from three policing areas into a combined single Local Policing Command Unit (LPC), underpinned by District/Borough Safer Neighbourhood Policing Teams. The Neighbourhood Policing Teams are made up of Neighbourhood Constables, Police Community Support Officers (PCSOs) and Special Constabulary Officers.
- 17.2 Hertfordshire Police Authority was responsible until November 2012 for ensuring that police services are delivered efficiently and effectively. They produced a Hertfordshire Policing Plan 2012-2015. This sets out Hertfordshire wide priorities ranging from reducing serious crime, increasing confidence and satisfaction, with an emphasis the efficient use of resources. Details of the most up-to-date plan are available here:
http://www.hertspa.org/publications_and_reports/publications_and_reports/17224095/
- 17.3 The Police Authority was replaced by the Police and Crime Panel following the election of the Police and Crime Commissioner in November 2012.
- 17.4 North Hertfordshire also has a Community Safety Partnership. It comprises NHDC, police, fire and Rescue, probation and health services. They have a Community Safety plan 2008-2011 which sets out Key Priorities:
- 1. Reduce anti-social behaviour and criminal damage
 - 2. Reduce alcohol related crime and disorder
 - 3. Increase the awareness of domestic violence
 - 4. Reduce dwelling burglary
 - 5. Promote reassurance and increase feelings of safety
 - 6. Reduce vehicle crime
- 17.5 Details are available at:
http://www.north-herts.gov.uk/index/community_and_living/community_safety/north_herts_community_safety_partnership.htm

Existing Provision

- 17.6 North Hertfordshire is divided into Safer Neighbourhood Policing Teams which generally follow ward boundaries. Policing priorities for each of these neighbourhoods are

identified on the website:
<http://www.herts.police.uk>

- 17.7 Hertfordshire Constabulary Headquarters are located in Welwyn Garden City, this provides support and administration for the Constabulary and is the base for the Chief Inspector. Police stations are located within Hitchin, Letchworth and Royston. The station at Baldock has recently closed following a drive to improve efficiency and reduce costs. There is also a police station within Stevenage which provides custody facilities for North Herts, and in the light of reduced operating hours and closure of other offices, will act as the central station for many aspects of crime reporting, production of documents etc. The custody facilities at the stations within North Herts are no longer used as they do not meet current Home Office Standards.
- 17.8 The number of staff and buildings required to police an area is based on a range of factors such as:
- Response times – geographical issues
 - Demographics
 - Crime levels and type
 - Public safety
 - Objectives of the local policing plan agreed by the Police Authority
- 17.9 The capacity of each station is assessed by undertaking space utilisation. This comprises floor area (NIA) verses number and type/function of Officers/Staff located at each station. This assessment is then used internally by the Constabulary and as part of the Police National Benchmarking system to identify surplus accommodation. Hertfordshire Constabulary has indicated that based on Officer/Police Staff there is currently sufficient accommodation within North Herts and Stevenage.

Planned/Committed Provision and Future Changes

- 17.10 Hertfordshire Constabulary has indicated that it is currently looking at efficiencies to address budget cuts and are responding in a variety of ways as outlined below:
- Collaboration with Bedfordshire and Cambridgeshire Police.
 - A review of the property portfolio has identified a number of police station closures. Within North Hertfordshire, Baldock Police Station was recently closed. The

Constabulary is currently working with partners in view of providing a smaller facility in the form of a surgery/drop in service within Baldock. The Safer Neighbourhood Policing Teams base is now operating within the Letchworth Police Station.

- To reduce running costs and provide a joint approach to sharing services, the Constabulary are actively progressing opportunities to share accommodation with Local Authorities and other partner agencies.

Infrastructure Requirements

- 17.11 Hertfordshire Constabulary has indicated that there will need to be new Safer Neighbourhood Policing Team bases for any large scale strategic sites, this would also include one within or adjacent to new development within Baldock. These bases will require approximately 150m² of office accommodation, with secure parking for approximately five operational vehicles.

Costs and Funding Sources

- 17.12 The Constabulary has indicated that a Safer Neighbourhood Policing Team Base costs approximately £150,000. The closure of Baldock Police Station is likely to release some funds to help with providing a new smaller facility. Hertfordshire Constabulary are looking at the possibility of co-location of facilities with other community uses.

18. Fire and Rescue Services

- 18.1 Hertfordshire County Council is the Fire Authority, known as the Hertfordshire Fire and Rescue Service (HFRS). They have produced a Fire Cover Review 2009-2012, which analysis areas of risk and identifies current provision within Hertfordshire.
- 18.2 HFRS produces five service plans for Hertfordshire. North Herts falls within the Stevenage and North Hertfordshire District area. Stevenage and North Herts District Plan 2010⁵⁶ sets specific priorities and an action plan to make the area a safer place.

Existing Provision

- 18.3 There are three fire stations located within the district. One in Hitchin and the others in Baldock and Royston. There is also a fire station in Stevenage. These provide a total of 140 fire fighters. The fire review⁵⁷ identifies that these stations are located in good proximity to where there is greatest risk. The Integrated Risk Management Plan - 2005/06 (IRMP) sets minimum percentage of attendance standards relating to property fires, road traffic collisions and chemical spillages. In the period 2006 to 2009 all the attendance standards in the (IRMP) were met across the county⁵⁸. This suggest that current capacity is acceptable.
- 18.4 The Fire and Rescue Service also has a statutory duty to ensure all developments have adequate water supplies available for fire fighting purposes in the event of a fire. In relation to new development this requirements is usually addressed through the provision of fire hydrants.

Planned/Committed Provision

- 18.5 No information available at the time of writing this report.

Future Changes in Service Provision

- 18.6 No information available at the time of writing this report.

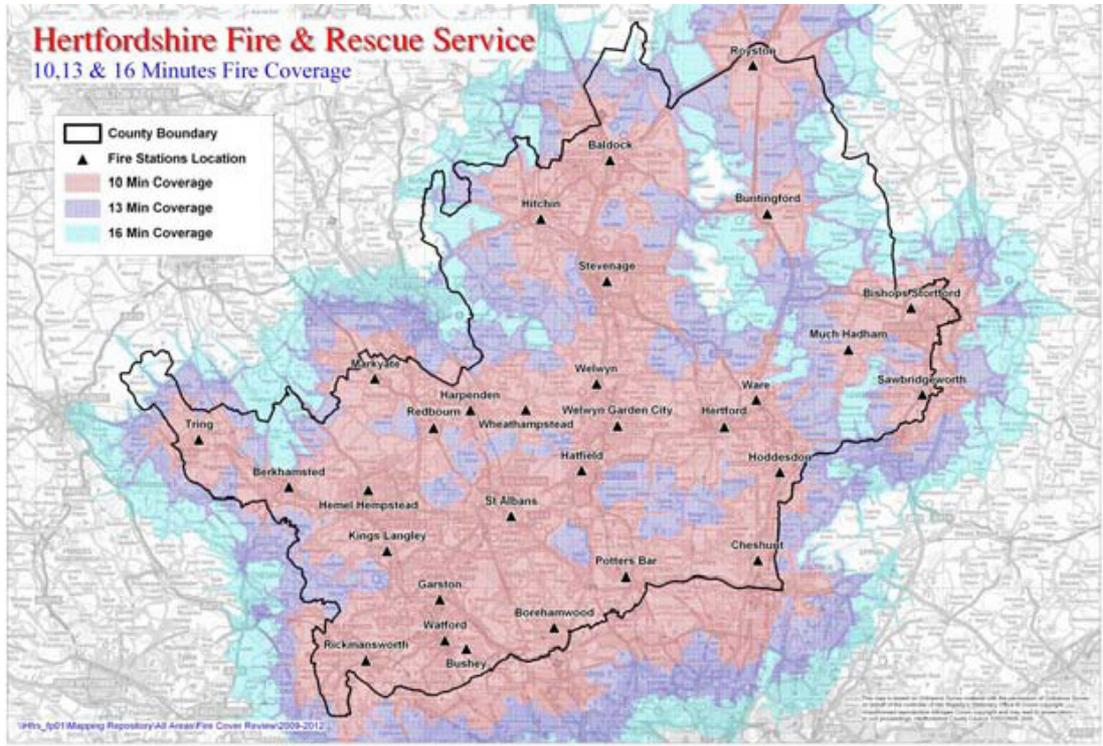
⁵⁶ Stevenage and North Herts District Plan 2010, Hertfordshire Fire and Rescue Service

⁵⁷ Fire Cover Review 2009-2012, Hertfordshire Fire and Rescue Service

⁵⁸ As above

Infrastructure Requirements

- 18.7 Fire attendance coverage is identified on the plan below, taken from the Fire Cover Review 2009-2012.



- 18.8 Growth within the district for the 4,500 dwellings appears to be within the Fire Authority's ten minute attendance time boundary and should be covered by existing Fire and Rescue Service arrangements apart from the provision of water for fire fighting. In the absence of sufficient existing water supplies, areas where there is new development are likely to require new mains and hydrants for fire fighting.
- 18.9 In relation to strategic sites, Hertfordshire County Council has indicated that capacity at the Hitchin fire station would need to be looked at in more detail if significant growth is located around Hitchin. An increase in capacity within Stevenage is unlikely to be necessary, even with possible growth around Stevenage.

19. Ambulance Services

- 19.1 The East of England Ambulance Service (EEAS) NHS Trust delivers Accident and Emergency care commissioned by the individual PCTs across the region. They also provide patient transport services (PTS).

Existing Provision

- 19.2 There are three ambulance stations located within the district. One in Hitchin and the others in Letchworth and Royston. There is also an ambulance station in Stevenage.
- 19.3 The EEAS has targets⁵⁹ of responding to 75% of life threatening emergencies within 8 minutes and 95% within 19 minutes. For non-life threatening emergencies the target is to respond to 95% of emergencies within 19 minutes and for urgent GP calls within the time allotted by the GP.

Planned/Committed Provision

- 19.4 The East of England Ambulance Service is looking to achieve NHS Foundation Trust status by 2014. This will enable them to become free from central government control and become more accountable to local communities. There are various proposals with regard to changed ambulance/paramedic attendance. There will be less ambulance attendance at emergencies, with greater focus on use of initial 'vetting' of emergency calls, diversion to alternative means of medical intervention and only in the worst cases ambulance provided to hospital. All details of this are on the EofE ambulance trust website.

Infrastructure Requirements

- 19.5 No information was provided from the Ambulance Service or PCT in relation to the ambulance service at the time of writing this report.

⁵⁹ East of England Ambulance Service NHS Trust Website.

20. Healthcare

- 20.1 In April 2010 the Primary Care Trusts (PCTs) for Hertfordshire merged into one PCT to create NHS Hertfordshire. This organisation is currently responsible for assessing, monitoring and planning services to meet the needs of the County's residents and arrange with health care providers the delivery of services. Health care providers include general practitioners (GPs), hospital trusts, dentists, community pharmacists and local services provided outside a hospital, such as community and mental health services. These services are not provided directly by the PCT.
- 20.2 The 2012 Health and Social care Bill will see the abolition of PCTs by March 2013. In their place will be new organisations to guide the delivery and development of health services. In all areas Clinical Commissioning Groups (CCGs) will take over the majority of the responsibility for commissioning existing and future NHS provision. CCGs will be led by local clinicians (Doctors and Nurses) They will be accountable to and performance managed by A National Health Commissioning Board (NCB) with regional and local offices.
- 20.3 Two CCGs are proposed for Hertfordshire: Herts Valley CCG and the East and North Herts CCG. The latter will commission services in the North Hertfordshire area. An important exception to the commissioning remit of the CCG is the exclusion of primary care infrastructure and contracts. These will be commissioned by the National Commissioning Board to avoid any conflict of interest.
- 20.4 NHS Hertfordshire (PCT) has laid out their vision of the health services that will be commissioned over the next few years in their Five Year Strategic Plan⁶⁰. The plan seeks to improve health, improve people's experiences of healthcare and ensure services of the highest quality. These plans will form the basis of the CCGs priorities but will be subject to review and change by them once they are established.
- 20.5 The quality, innovation, productivity and prevention (QIPP) challenge is an opportunity to prepare the NHS to deliver high quality care in a tighter economic climate. All parts of the NHS have been set challenges to improve the efficiency of their services through QIPP targets. As a local health system Hertfordshire needed to identify £276m (17%) of efficiency savings between 2011/12 - 2014/15. In 2011/12,

⁶⁰ East and North Hertfordshire and West Hertfordshire Primary Care Trusts Five Year Strategic Plan Refresh 2009/10 – 2013/14, January 2010

the first year of the QIPP plan, 40% of this total (some £114.6m) has been achieved. (The QIPP plan can be found on the PCT website <http://www.hertfordshire.nhs.uk>)

- 20.6 Hertfordshire County Council is also facing challenges of at least £214m over 4 years. 2012/13 will be the second year of the QIPP plan which sets out how the NHS in Hertfordshire and their partners will work together, as both commissioners and providers of services, to deliver these efficiencies, improve quality and outcomes, and ensure the most effective use of public resources.
- 20.7 Health Commissioners need to ensure that health services can manage changing needs including population growth within the district. In addition that services are provided from suitable accommodation that is fit for purpose and appropriately located. Poor buildings and infrastructure can have a significant effect on a service users experiences and the outcomes of care. The PCT have produced an Investment and Asset Management Strategy⁶¹ which seeks to achieve this within a more efficient estate. The strategy also seeks to provide better links with commissioning services and the planning of assets.
- 20.8 The NHS is seeking to modernise clinical practice⁶² leading to a shift of work previously undertaken in hospitals into the community. This would be either within people's homes or at local facilities within the district. This requires a new approach to the management of care and will continue to have an impact on the existing capacity provision of primary healthcare facilities, such as GP practices and other PCT assets.

Existing Provision

General Practices

- 20.9 Direct GP reimbursement accounts for less than 10% of health expenditure but they control access to the majority of other costs. East and North Herts CCG will take forward and review the plans and proposals of both NHS Hertfordshire and local Practice Based Commissioning Groups (PBC). There were three PBCs that served North Hertfordshire. The North Herts PBC covered a majority of the district including;

⁶¹ Commissioners Investment and Asset Management Strategy, NHS Hertfordshire, April 2010

⁶² Delivering Quality Healthcare for Hertfordshire, NHS Hertfordshire 2007

Hitchin, Letchworth, Baldock and the surrounding rural area. The North PBC included Royston and the surrounding rural area and the Stevenage PCB served residents in Great Ashby and parts of Knebworth.

- 20.10 The Practices in Royston are keen to join the Cambridgeshire Clinical Commissioning Group as a significant proportion of their commissioned activity is placed with Cambridgeshire providers. If these proposals go ahead the Council will need to liaise with both CCGs.
- 20.11 For a traditional five/six day per week GP practice an ideal benchmark is about 1 Whole Time Equivalent (WTE) GP per 1,800 patients on the list . GPs are 'Independent Contractors'. This means they are not employed by the NHS, but have a contract for service. The recruitment and retention of staff is a matter for the practice to manage. Service Commissioners are not able to place any requirement on a practice as to the ratio of patients to staff, however they can enforce service delivery standards if quality or access times fall below acceptable levels.
- 20.12 There are new styles of GP provision being developed under new contracts. With open access to unregistered patients and longer opening hours (such as the Spring House surgery adjacent to the QEII hospital site) these may see a gradual move away from 'traditional' lists and the 1,800 benchmark.
- 20.13 The majority of GPs in Hertfordshire do not operate out of NHS owned premises. Surgeries are often in the private ownership of the GPs or leased by them, the NHS reimburses them for those areas deemed required for the service commissioned. In addition to buildings certain other elements of infrastructure provision (Information management Technology and business Rates for example) are also reimbursed. This reimbursement is determined by Commissioners and is a far more appropriate measure of capacity than staffing as without a consultation room to work from a practice cannot recruit a GP or nurse to meet increased demand.
- 20.14 NHS Hertfordshire and the local Practice Based Commissioning groups have worked with Guildhouse UK Ltd developing a capacity planning tool for existing practices. This uses a proxy measure of patients on the list per metre squared of reimbursed floor space. By comparing the 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. The information is summarised in Table 18 below.

20.15 Whilst the current average is an appropriate measure for assessing the capacity of existing practices, where a new practice (or branch surgery) is required to serve a significant development it is not. New clinical premises are required to be fully compliant with the latest guidance and will be significantly less well utilised than existing premises. For example the current (2012) figure of existing Hertfordshire Surgeries is 20 patients per metre squared, for premises commissioned in the last two years it is only 13.

20.16 The current average reimbursement (including rates) for the space suggests a cost of about £240 per m² per annum across Hertfordshire. Whilst valuations for the purpose of rent review are undertaken the majority of these premises are owned or leased by the GPs and generating a valuation cost per metre squared is problematic. The NHS does provide improvement grants in the form of capital to GPs. This results in an abatement of the rent reimbursed but the asset remains in GP ownership.

20.17 The latest estimated capacity of North Herts GP practices are identified on the following table:

Table 18: Capacity of GP practices

GP Practice	Patients per m ²	Capacity at Hertfordshire average (20 patients per m ²)	Approximate Capacity for registering additional patients	Additional Comments
Letchworth			-2,740	The surgeries that currently have a surplus are compensating for those that are at capacity.
Birchwood	27	Constrained	-3,528	
Nevels Road	27	Constrained	-2,425	
Garden City	16	Capacity	1,614	
Sollershott East	15	Capacity	1,600	
Baldock				
Astonia House	17	Capacity	2,170	
Hitchin				
Regal Chambers	16	Capacity	3,250	
Courtenay House	14	Capacity	3,260	
Orford Lodge	29	Constrained		
Portmill	18	Capacity	1,460	
Southern Villages				
Whitwell	13	Capacity	1,360	

Knebworth Medical Practice	33	Constrained		
Marymead (Knebworth branch in Stevenage)	15	Capacity	1,400	Outside of North Herts District
Ashwell	10	Capacity	4,600	Rural Location
Bassingbourn	18	Capacity	450	Outside of North Herts District
Royston			-1,843	The surgeries that currently have a surplus are compensating for those that are at capacity.
Royston Health Centre	28	Constrained	-3,277	Plans to ease constraint but will not generate capacity
Market Hill (Branch of Barley Surgery)	15	Capacity	1,279	
Roysia	19	Capacity	155	
Eastern Villages				
Barley	12	Capacity	1,680	Rural Location

20.18 Further details relating to the GP surgeries are identified in the Estates Management Plans. These include the quality of the premises and whether they meet NHS standards. It is clear that a number of GP practices have considerable capacity to accommodate additional growth.

Other PCT Premises

20.19 Part of the current NHS reforms will see the 'Service Provider' arm of all PCTs become an independent organisations. Herts Community Trust is now established and discussions are underway as to whether current PCT facilities they utilise will be transferred to them. These bases host services such as Community Nursing, Podiatry, Physio and Occupational therapy and specialist clinics/hospitals.

20.20 The PCT have other premises that provide administrative bases for the PCT or bases for GPs or other clinical service providers. These are likely to transfer to a national NHS Property Holding body.

20.21 Patients utilising this infrastructure are likely to come from a significantly wider catchment area than for GP surgeries and some services provide support outside PCT premises, such as community nursing. Patients are not registered in the same

way as for GP surgeries, so assessing capacity is more complex but they will contribute to capacity in the area.

- 20.22 North Herts has seven health centres, clinics/hospitals and administrative bases in the district. These include Hospitals in Hitchin and Royston, Health Centres in Royston, Baldock, Letchworth and Hitchin. Royston Health centre houses both community nursing and a GP surgery. Both Community Hospitals provided intermediate care beds and Royston Hospital also hosts outpatient facilities. Some of these facilities are no longer fit for purpose and will not serve a role in meeting future demand, others are underutilised. (See below for current proposals for intermediate care reform.)
- 20.23 The Herts Community Trust utilises around 43,300 m² of owned or leased estate across Hertfordshire⁶³ or 1m² for every 26 patient on GP lists. The owned estates information suggests a value of around £1,600 per m².

Secondary Care

- 20.24 Secondary care relates to the provision of specialist hospital based services and acute mental health, this also includes outpatients provided by visiting acute clinicians. It accounts for over 60% of health expenditure. The main hospital provision serving North Herts is the Lister Hospital within Stevenage and Addenbrookes in Cambridge.
- 20.25 Hertfordshire as a health economy agreed a comprehensive redesign of acute services in the area, Delivering Quality Healthcare for Hertfordshire⁶⁴ (DQHH) following an extensive consultation in 2007. It is a complex rebalancing of services covering all of Hertfordshire. This includes additional building work at the Lister Hospital which is currently taking place to enable specialist acute services to be centralised on the site.
- 20.26 The main Mental Health and Learning Disability Provider, Herts Partnership Foundation Trust delivers its services from just over 70,300 m² or 1m² for every 16 patients on GP lists. It values its owned estate on average at about £1,800 per m². The Trusts 'Leading by Design' Strategy is reviewing the way in which it delivers care and will impact on its infrastructure requirements.

⁶³ NHS Hertfordshire CIAMs (2010)

⁶⁴ Delivering Quality Healthcare for Hertfordshire, NHS Hertfordshire 2007

Planned/Committed Provision and Future Changes

20.27 The IDP housing growth modelling figures suggests a potential 10,700 additional dwellings across the district. Evidence suggests these will generate about 2.3 new registrations per household, creating a demand on health for up to 24,610 new registrations by 2031. The infrastructure impact of this demand is considered below in each health sector.

Primary Care

20.28 Housing proposals are summarised in the table below along with the GP capacity in those Parishes where more than 50 dwellings are proposed. In the urban areas where practices with capacity may be located alongside those with constraint consideration must be given to the net capacity.

Table 19: Growth in relation to existing capacity

Parish	IDP Dwellings proposed 2011-2031	Estimated Registrations required (at 2.3 per dwelling)	Estimated Net GP capacity at 20 pts per m2 (North Herts District practices)	Comments
Non-Strategic				
Baldock	1173	2,698	0	528pts over capacity
Codicote	53	122	(895)	Whitwell Surgery
Hitchin	927	2,132	5,838	
Kimpton	79	182	(895)	Whitwell Surgery
Letchworth	1071	2,463	0	Existing 2,740pt capacity short fall
Offley	70	161	(895)	Whitwell Surgery
Royston	915	2105	0	Existing 1,800pt capacity shortfall
Barkway	51	117		Capacity at Barley, Bassingbourn and Ashwell

Strategic				
Strategic Sites	6,200	14,260 Note that this is very general and when strategic sites have been identified we will use the latest work PCT has sent.		Minimal capacity North Stevenage. Capacity within Hitchin. Not all capacity will accommodate additional growth.

20.29 Three areas are unlikely to meet the demand for new registrations in relation to growth for the 4,500 dwellings, namely:

- Royston
- Letchworth
- Baldock

20.30 Capacity in relation to the potential 6,200 dwellings that would be within the strategic sites would depend on where these are located. It is very likely that new GP provision would be required to serve these sites. Whilst, Hitchin has substantial existing capacity it would not be enough to cover all the strategic sites and would be too far away to serve possible strategic sites on the edge of Stevenage.

20.31 Developments proposed in the rural settlements of Codicote, Kimpton, Offley and Barkway can be supported through capacity in neighbouring areas but patients may suffer access problems if reliant on public transport.

20.32 Proposals outside of the main settlements may be more difficult to service from existing provision. Health Commissioners are discouraged from supporting single handed practices (following the Shipman Enquiry) and a two GP surgery will require at least 2,600 patients to run cost effectively. This would suggest a development of over 1,000 dwellings. The alternative will be for patients to have to travel some distance to register with a practice. Existing practices may be persuaded to provide a part-time service in a temporary, suitably adapted or purpose built premises where costs can be offset or discounted whilst the service demand builds up.

Primary Care Infrastructure Requirements

- 20.33 New build Primary Care facilities are currently being constructed at about £2000m² (excluding fees)⁶⁵. The cost of an extension to existing premises can be more economic but may trigger a requirement to update the whole building. Practices are able to claim additional costs associated with improving infrastructure including professional fees, rates and information technology.
- 20.34 To assist planning the following figures include only build costs, each proposal would need to be costed independently based on an identified procurement route that is supported by Health Commissioners.
- **Letchworth:** 2,463 registrations could require between 99m² and 190m² most likely through extended an existing service. The capital build cost could be in the region of £380,000 plus fees. Capacity in Letchworth is currently an issue in relation to the existing population. The PCT and GPs looking into how this existing pressure could be dealt with. Their plans will also need to be looked at in light of these future growth requirements for Letchworth.
 - **Royston:** 2,105 registrations could require between 84m² and 162m², most likely through extending an existing service. The capital build costs could be in the region of £324,000 plus fees. There is a proposal being submitted for Regional funding to increase the GP floor space at the Health Centre (In addition to the Extension proposals below). If successful this will increase waiting and admin areas and slightly ease clinical pressure but not contribute to growth.
 - **Baldock:** There would be 2,698 new registrations as a result of proposed new development. However, there is existing capacity at Baldock. Taking this into account an additional 528 registrations would be required. This would require between 21m² and 41m². The capital build costs would be in the region of £81,000 plus fees.
 - **Strategic Sites:** Strategic growth is unlikely to be located all in the same place, but in a number of locations which are currently undecided. Therefore, only general assumptions can be made regarding the 14,260 additional registrations. Based on the number of possible registrations and the possible strategic sites we know about, there could potentially be a minimum of two

⁶⁵ Guildhouse UK Ltd Recent Hertfordshire schemes

additional GP practices required. Temporary facilities may also be required as an interim measure.

- 20.35 A permanent three partner practice would require up to 400m² with build costs of perhaps £1.5m (additional costs are associated with a new stand alone facility). Two facilities are therefore likely to cost a total in excess of £3 million.
- 20.36 There has been some investment in practice expansion in North Stevenage but this is largely a stop gap measure within building footprints to tackle current under provision. Stevenage also has difficulty in recruiting and retaining GP staff which may present an obstacle to expansion.
- 20.37 If a majority of the growth is located in Hitchin then advantage could be taken of the existing capacity within this town.
- 20.38 Funding for GP Primary care services will in future be determined by the NHCB through mechanisms yet to be agreed. It is likely for the first part of the plan period new developments will find it harder to gain approval. As practices are in effect 'private' providers there may be a requirement to tender significant developments. Infrastructure investments will compete with service developments for funding.

Community Services and Intermediate Care

- 20.39 This refers to care provided outside of the acute hospital environment to prevent acute admissions, support rapid discharge and maintain patient's independence. It includes some bed based provision in community hospitals and care homes but is increasingly peripatetic support into patients own homes, care homes or GP practices. It is provided mainly through Herts Community Services, other NHS trusts and a handful of private/third sector providers.
- 20.40 NHS Hertfordshire has been consulting over the future pattern of this care and the proposals will affect both Hitchin and Royston hospitals in North Hertfordshire. The strategy is to reduce the reliance on inpatient rehabilitation in favour of home based care and provide in a more geographically dispersed model and improved integration of services with social care. As a result of the plan bed based services to be provided in Stevenage for its own residents there is a need for fewer rehabilitation beds in Royston. Hitchin is no longer seen as either a viable building or location and will close. Services will be commissioned from other local providers.

- 20.41 The Royston building is no longer acceptable as an environment for care. The PCT together with HCC have committed to commissioning bed based health and social care in Royston over the long-term and has begun the process for the procurement and development of a modern facility in which to provide them. As the majority commissioner of services, HCC will lead the procurement for the development of the facility and the provision of services. In the interim bed based care will be commissioned from local care homes.
- 20.42 NHS Hertfordshire has agreed to relocate the outpatient and administrative teams to an extension of the Royston Health Centre (subject to planning approval). This is a more accessible location for those having to travel for regular treatment. It is expected this development will be funded from the sale of the hospital site.

Intermediate and Community Care Infrastructure Requirements

- 20.43 Taken in isolation the 24,610 (14,260 strategic and 10,350⁶⁶ elsewhere) new registrations generated by housing proposals to 2031 might require an additional 984m² of Intermediate provision at current averages. North Hertfordshire patients currently have slightly less access to this type of provision than other Districts (perhaps offset by GP capacity). There is evidence locally and across Hertfordshire that much of the current provision is inefficient due to its age and configuration.
- 20.44 It is unlikely that any current funded proposals in the District will add to the net provision in the area. However there are investments proposed outside of North Hertfordshire (The new Local General Hospital on the QEII site at Welwyn for example).
- 20.45 At current valuations/build cost an additional 984m² could cost between £1.6 and £1.8 million to provide, depending on the chosen procurement route. This is approximately £0.9 m to £1 m for the strategic sites and £0.7 m to £0.8 million for elsewhere.

Secondary Care

- 20.46 Plans in DQHH mean more care will be delivered closer to home with a focus on primary care services working together

⁶⁶ Rounded to 4,500 dwellings.

with social care services to manage more patients in the community and avoid unnecessary admissions to hospital.

- 20.47 Much of the DQHH planned redevelopment of the Lister hospital site is now complete. This includes;
- £47m Surgicentre opened in Sept 2011
 - £7.9m New multi storey car park opened September 2011
 - £16m maternity Centre opened in November 2011
- 20.48 The £71.5m Phase 4 Outline Business cases for the final stages have been approved by the Department of Health and Treasury. NHS Hertfordshire and the Strategic Health Authority have approved the full business cases which is now being considered by the DoH and Treasury. This will include;
- New and reconfigured Wards
 - Expansion of the Emergency Department
 - New theatres and endoscopy block
 - New Pathology and other support areas
- 20.49 The Emergency department business case has been approved. These works should be completed by 2014 allowing the consolidation of acute services on the Lister site. By 2014 a new £30m facility will retain the significant majority of local A&E, outpatients, therapies, diagnostics and other services provided to the population who are currently served by the QEII hospital and ensure that local services are maintained as acute services are transferred to the Lister Hospital Stevenage. This will include improved access to non-specialist care, streamlined clinical pathways and increased integration across NHS, social care and other care provider.
- 20.50 Combined with services at Addenbrookes, these developments will look to improve access to the full range of secondary care for North Herts patients. The DQHH proposals achieve the rationalisation of acute sites and ensure sustainable specialist services. At the same time the changes to primary and community services will ensure more care is provided closer to home.
- 20.51 Two facilities were planned for north and south Stevenage but both are currently on hold following improved efficiency in existing premises. Whilst this may ease some registration pressure it is unlikely to contribute to the 'shift' of secondary care services.

- 20.52 The requirement for developing and improving community services should be factored into the planning for any significant new development that is well located to serve a wider population.

Acute Infrastructure Provision Requirements

- 20.53 The DQHH strategy took into consideration population growth in modelling the revised capacity at the Lister and other acute facilities in East and North Hertfordshire.
- 20.54 In addition to the Lister developments there will need to be continued progress in developing community services into primary settings.

Mental Health Infrastructure Provision Requirements

- 20.55 Taken in isolation the 23,540 new registrations generated by housing proposals to 2031 might require an additional 1,477m² of Mental Health provision at a potential cost of £2.6m (£1.5m for the strategic sites and £1.1m elsewhere).
- 20.56 Under its 'Leading by Design' Strategy local Mental Health Services are increasing working with patients in the community rather than inpatient settings. This is leading to a rationalisation and modernisation of service bases. It is likely patient to floor space ratios will increase as a result.
- 20.57 It is anticipated that inpatient facilities at Lister and QEII will be relocated during the plan period. Alongside these developments access to community based support will be improved by outreaching services into existing locations such as health centres, GP surgeries and patients own homes.
- 20.58 Most of the current service provision is from the Herts Partnership Foundation Trust with a few services from independent sector providers.

21. Public Realm

- 21.1 The four town centres of Baldock, Hitchin, Letchworth Garden City and Royston form a vital part in the economic, social and cultural life of the district. As these centres age and grow they require significant investment in infrastructure and local facilities including the public realm.
- 21.2 Town centre strategies have been produced for each of the four towns. These guide and promote integrated development, seeking to enhance the town centre environment whilst maintaining and improving vitality and viability over the next 10 to 15 years. They set a vision for each town and identify a number of opportunity sites for development and/or enhancement. The quality of the environment makes an important contribution towards maintaining sustainable communities.
- 21.3 The public realm relates to areas that are open to all members of the public within the town centres.

Existing Provision

- 21.4 Each of the town centres have undergone public realm enhancements over the last 20 years. However these areas are subject to wear and tear and require ongoing maintenance and improvements to ensure that they continue to provide a sense of place that is attractive, safe and accessible to visitors.
- 21.5 Improved and well maintained public realm areas contribute to the vitality and viability of a town centre making them attractive places to visit.
- 21.6 The same applies to out-of-centre retail areas which serve more localised needs.

Planned/Committed Provision

- 21.7 The town centres of both Baldock and Letchworth Garden City have recently been subject to major public realm improvement works. Two years on following completion of the Baldock Town Centre enhancement project the town is adapting to change and is functioning better. More people are visiting the town centre and businesses are reporting more trade. Similar improvements are identified for Hitchin and Royston through appropriate development and funding opportunities. See below in relation to the Council's strategies and briefs.

Infrastructure Requirements

- 21.8 Planning for housing, retail and employment growth across the district will place increased pressure on the town centres in terms of development and attracting more visitors into the town centres.
- 21.9 The Council has produced a of strategy for each of its town centres and a number of planning briefs. These provide a context for promoting change and improvements that will benefit the future viability and vitality of the town, and identify particular areas where improvements to the public realm are required. These include:
- Hitchin Town Centre Strategy – Adopted Nov 2004
 - Baldock Town Centre Strategy and Action Plan – Adopted Jan 2006
 - Letchworth Garden City Town Centre Strategy – Adopted Jan 2007
 - Royston Town Centre Strategy and Action Plan – Adopted June 2008
 - Paynes Park Planning Brief – Adopted Jan 2005
 - Churchgate Development Area Planning Brief – Adopted Nov 2005
 - Royston Cross Planning Brief – Adopted April 2011
 - Royston Town Hall / Civic Centre Development Brief – in preparation
 - Hitchin Post Office Development Brief – in preparation
- 21.10 The areas and projects identified in the above strategies and briefs will help to meet additional demands as a result of new development. Those identified within the strategies are not considered to be final and will change over time, depending on priorities within the District. Baldock and Letchworth have already undergone improvements in recent years. Therefore, the focus will now be on Royston and Hitchin and some of the neighbourhood areas. The table below identifies a number of schemes that could potentially come forward:

Table 20: Public realm projects

Area	Project	Estimated Cost⁶⁷
Royston		
Royston Cross	Enhancement - including a pedestrian crossing	£750,000
Royston Cross to the Railway Station	Improve pedestrian link, including pavements, signage and lighting.	£250,000
Royston Civic Centre / Town Hall	Public space improvements as part of the redevelopment of this area.	£500,000
Market Hill area	Improvements, including pedestrian links to Warren Car Park and bus stops.	£700,000
Hitchin		
Railway Station	Improve pedestrian, signage and lighting links to station.	£300,000
Hermitage Road to new Museum/Town Hall	Enhancement of pedestrian links.	£2 million
Total		£4.5 million

21.11 Additional suitable projects may also be considered for funding following consultation from time to time with Area Committees, Parish Councils, local residents and organisations.

21.12 The type of public realm improvements to be provided may include:

- new and improved public spaces
- surfacing
- street lighting and furniture
- hard and soft landscaping
- improved signage
- public art

⁶⁷ These costs are based on costs incurred for the Baldock Town Centre and Fish Hill Square, together with costs identified in the Urban Transport Plans for improvements to town centre pedestrian schemes.

- litter bins
- CCTV
- river walkways

Costs and Sources of Funding

21.13 The costs are outlined above in Table 20. Over a twenty year period, these costs are likely to be significantly more. The projects identified above are ones that the Council currently knows about. These would make a significant contribution to improving smarter choices for sustainable transport measures, as outlined in paragraphs 22.68 to 22.71 below.

21.14 Possible sources of funding are similar to those outlined for transport in paragraph 22.85 below. The Council, stakeholders and the Letchworth Garden City Heritage Foundation have already spent significant amounts of money within Letchworth and Baldock.

22. Strategic Transport

- 22.1 Data contained in this section of the report has been taken from the Hertfordshire Infrastructure and Investment Strategy (HISS), each of the Urban Transport Plans for Hitchin, Royston, Letchworth and Baldock (joint plan) and the Hertfordshire Traffic and Transport Data 2009 report.
- 22.2 In addition NHDC commissioned consultants Aecom to look at future transport issues in the district in response to a range of development proposals for the emerging Local Plan. Their study⁶⁸ specifically relates to Hitchin and Stevenage. It was commissioned because Hitchin and the A1(M) are identified as having particular congestion issues. Using the Stevenage and Hitchin Urban Model (SHUM), the potential transport related impacts that may arise as a result of development were identified and mitigation measures proposed.
- 22.3 The overall aim of the IDP is to cover strategic transport requirements across the whole district and as a result detailed modelling of specific sites will need to form part of the transport assessments submitted by developers with a formal planning applications.
- 22.4 A number of key themes emerge from national transport policy which should be considered in relation to transport infrastructure. These include:
- An acceptance that unrestrained growth in road traffic is neither desirable or feasible based on rising congestion, concerns for the environment and worries that an emphasis on road transport discriminates against vulnerable groups.
 - Developing a coherent transport network that can meet the challenges of a growing economy and increased demand for travel while minimising the negative impact on the environment.
 - Ensuring the transport network can support national economic competitiveness and growth.
 - Emphasis that the strategic road network cannot be expected to accommodate unconstrained traffic growth.
 - Development should be located at sustainable locations and incorporate demand management.

⁶⁸ Technical Note, Stevenage and Hitchin Urban Transport Model (SHUM), North Herts District Council LDF Assessment, November 2012.

- Ensuring the transport sector makes an appropriate contribution to reducing greenhouse gas emissions.
- Raising awareness and encouraging use of more sustainable modes of travel.
- Developing a transport system that provides ease of access to employment, shopping, education, healthcare and leisure for all, including those without access to a car and those with impaired mobility/sensory difficulty.

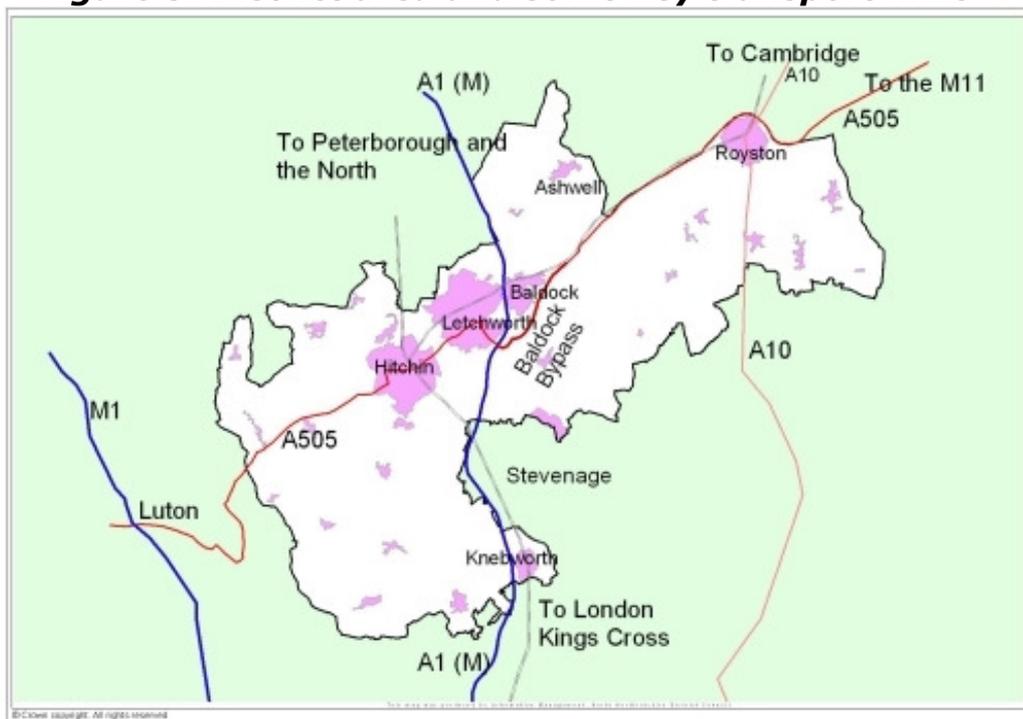
22.5 More recently the NPPF makes specific reference to:

"Actively managing patterns of growth to make the fullest use of public transport, walking and cycling, and focus development in locations which are or can be made sustainable."

General baseline information

22.6 Background evidence detailed in this report shows that at present, without the new development proposed in the emerging Local Plan, the transport network is currently under stress in a number of locations including the A505/A602 in Hitchin, congestion on the A10 south of Royston as well as congestion issues accessing the A1. The rail network is also under stress in Hitchin. The Aecom report confirms this with modelling specific to Hitchin and Stevenage identifying a number of issues existing within the do minimum scenario, regardless of additional growth.

Figure 3: District area and some key transport links



22.7 The Traffic and Transport Data Report, using a 2009 base year, forecasts figures for traffic growth in the district as;

- 2011 + 1.8%
- 2021 + 9.7%

22.8 These figures use the former plans for growth detailed in the recently revoked East of England Plan. It does however provide a rough guide in terms of what can be expected in terms of additional traffic on the network.

Table 21: Car ownership

% of households with:				Average ratio
No car	1 Car	2 Cars	3+cars	Cars/household
19	43	30	8	1.3

Source: 2001 census

22.9 Car ownership levels are also forecast to rise from those stated above. Even with increased travel choice in favour of sustainable modes, car ownership levels are not significantly affected. In addition advances in clean vehicle technology such as electric vehicles will allow people to make more sustainable travel choices that whilst are beneficial in terms of emissions will still contribute to congestion on the network.

22.10 A North Hertfordshire Towns Proposed Cycle Route Network was developed following a comprehensive survey of the district. The focus is on providing a network for short urban journeys to create a cycle network linking residential areas to the following:

- Schools and colleges
- Places of employment
- Shopping areas
- Transport interchanges
- Leisure and community facilities
- Health institutions

22.11 To date there has not been a great deal of progress with the advancement of a number of the proposed routes and all towns in the district could be considered to be lacking a coherent cycle network.

Table 22: Travel to work mode share

% people aged 16-74 in employment who usually travel to work by							
Car	Rail	Bus	Motorbike	Walk	Bicycle	Other	Works at home
65.2	8.5	2.5	1	9.8	2.5	0.8	9.9

Source: Traffic and transport data report 2009.

22.12 The travel to work mode share shows however that there is significant scope to increase the number of walking and cycling trips within the district should the correct conditions and information be available. This both in terms of existing developments and encouraging people to change the mode of travel they chose and favouring sustainable modes by location of new development and providing high quality infrastructure within them.

Area Specific Information

22.13 Each of the district's four towns have an Urban Transport Plan, with Letchworth and Baldock sharing a joint plan. These plans operate on a five year cycle and their development is lead by the Highway Authority, Hertfordshire County Council. Within each plan, issues in the town are identified through a process of consultation and a number of schemes are put forward to address them. Funding is then sought to take the schemes in the UTPs forward.

22.14 The current UTP's detail a number of projects that are based on existing issues in the area covered and taking into account natural traffic growth. The cost of schemes for each of the UTP's is as follows:

- Hitchin – short and medium term schemes totalling £2,516,000.
- Royston – Schemes totalling £2,803,000
- Letchworth and Baldock – Schemes totalling £3,687,000.

22.15 Growth in the district will play a key role in the future reviews of these UTPs

Hitchin

Road

22.16 Hitchin is located to the west of the A1(M) on several highly trafficked routes, namely the A505, A600 and A602. The A505 provides east/west linkages through the town to

Letchworth and Baldock in the north-east and Luton in the south-west, while the A600 leads to Bedford in the north and the A602 provides a link to the A1(M) at Stevenage.

22.17 These routes carry a significant proportion of through traffic as well as local traffic and often experience peak hour congestion. Within Hitchin, the town centre is situated between a one way system around Paynes Park to the west and the B656 to the east. The one way system directs a large amount of traffic through the western part of the town centre.

22.18 Hitchin has a constrained network with isolated congestion problems at specific locations during the peak hours. Table 23 details the Strategic and Intra Urban road deficit between 2011 and 2021. It highlights that a number of key junctions within Hitchin are already at 80-100% capacity at peak times and addition of further vehicular traffic will compound this issue. In addition some junctions are already at 100% capacity at peak times and would require an intervention to increase capacity should any further traffic from development be added to the network.

Table 23: Deficit between 2011 and 2021

Road Corridor	2011	2021
A505		
A505/St Michaels Road Junction (A505 W App)	red	Red
A505/B656 Junction (A505 E & W App)	red	Red
A505/A602 (A505 E & W App)	amber	Red
A505/B655 (A505 W & B655 W App)	amber	Amber
A602		
A602/B656 (A602 NW & B656 N App)	red	Red

Grey/Amber - Junction approaching or at 80-100% capacity in 2011

Black/Red - Junction exceeding 100% capacity

Source - Volume to capacity ratios reported by the 2011 EERM Saturn Model

22.19 In addition the Hitchin UTP study points out that there are already a number of junctions at capacity and queuing problems at five main junctions in Hitchin. These are:

- A505 Offley Road / Willow Lane T-junction
- A505 Offley Road / B655 Pirton Road mini-roundabout
- A505 Paynes Park / Upper Tilehouse Street roundabout
- A602 Park Way / Charlton Road T-junction
- A602 Hitchin Hill (Three Moorhens) roundabout.

22.20 A number of junction improvements along this corridor have been identified through the UTP which would increase

capacity and reduce congestion allowing development to come forward. These junctions include:

- A505 Offley Road / B655 Pirton Road mini-roundabout
- A505 Paynes Park / Upper Tilehouse Street roundabout
- A602 Hitchin Hill (Three Moorhens) roundabout.

22.21 The above improvements would resolve a number of the existing problems, enabling traffic to enter the town centre far quicker and mitigating the impact of some of the trips. The improvements would also provide additional capacity over and above the forecast traffic levels in 2014 which would allow further traffic to be accommodated along the corridor. The Hitchin UTP focuses on resolving issues in Hitchin up to 2016 through short and medium term schemes.

Rail

22.22 The railway station is an important part of Hitchin's transport network. With a number of key destinations within easily commutable distances it caters for a significant number of trips. Its use has been steadily increasing since 2004/05, resulting with around 2.5million people per annum travelling through the station.

22.23 The station is located about a mile to the east of the town centre with a single access off Walsworth Road. Whilst the station is easily accessible from the town centre by walking and cycling, the lack of an eastern and southern access to the station is problematic for journeys from the periphery of the town. The station car park is privately owned, providing 338 long stay spaces which are in high demand during the week. Recent forecourt improvements also provide high quality cycle parking and bus interchange facilities. Facilities for disabled users are still inadequate, requiring people with mobility difficulties wishing to travel southbound to use a taxi from the station forecourt around the Walsworth Road / St Michaels Road system to access the rear of the southbound platform. This could be avoided by the use of a lift on either side of the station to take travellers underneath the railway itself.

Table 24: Rail service frequency from Hitchin (minutes)

Key destinations	Am Peak 0700-1000	Interpeak	PM Peak 1600-1900	Sat Av	Sun Av
Cambridge	26-34	26-34	26-34	26-34	17-38
Letchworth	5-34	9-26	5-30	26-34	17-38
Kings Cross	4-25	3-27	3-27	5-25	5-35
Moorgate	Every 2 hours	Hourly	None	None	None
Peterborough	26-34	26-34	9-36	15-34	51-60

Source: Traffic and transport data report 2009.

Table 25: Station usage at Hitchin

Year	Station Entries	Station Exits	Total
2008/09	1,284,747	1,284,747	2,569,494
2007/08	1,266,292	1,277,234	2,543,526
2006/07	1,177,211	1,190,910	2,368,121
2005/06	1,019,077	1,030,141	2,049,217

Source: Traffic and transport data report 2009.

22.24 The above data shows a year on year rise in station usage, any further development in the area must make a presumption this will increase further and seek to provide high quality sustainable access to the station.

22.25 Cambridge Junction, north of Hitchin station, is one of the key bottle necks on the line. The under construction Hitchin Curve is a new main link between the East Coast Main Line and Cambridge which will help to:

- create extra capacity to run more services to and from London every hour
- reduce delays to train services by nearly 30,000 minutes every year, making the railway more punctual and reliable
- Keep the railway open when essential maintenance is needed, by keeping one link between Hitchin and Cambridge open, whilst the other is being worked on

Bus

22.26 Hitchin has three major bus stop areas serving the town centre, in Bancroft, Hermitage Road and Queen Street: all of which are located in close proximity to the retail core and the market. Census data from 2001 showed that 3% of people working in Hitchin travel to work on the bus. The proportion decreases for those living and working in the town.

Walking

- 22.27 Within Hitchin the main pedestrian routes through the town centre tend to follow the highway network. Key pedestrian desire lines in the town centre are along the High Street, Bancroft and Market Place, with the High Street being closed to through traffic on Saturdays. In addition there are 23 street level crossings located in key areas of pedestrian demand. An analysis of 2001 Census data indicated that 11% of employed Hitchin residents walked to work, which rises to 26% among those who work locally in the town.
- 22.28 In addition to Census data, the 2005 County Travel Survey showed that 51% of the observed trips with a destination in Hitchin were by foot. Table 3.3 indicates the journey purpose of these walk trips revealing that the largest proportion of the trips were for recreation, at 33.3%. Walking is clearly a strong mode of transport, and there is scope to increase the mode share to help minimise the number of vehicle trips on the network.

Table 26: Journey purpose of walk trips

Journey Purpose	% of trips
Shop	26.8
Work	9.8
Recreation	17.8
Other unspecified	9.8
Transport connection	2.7
Education	11.1
Return home	21.9

Cycling

- 22.29 Hitchin does not currently possess a very developed cycle network, with the main cycling routes in the town tending to follow the highway network, thereby placing cyclists in conflict with motorised users. In terms of the surrounding network, the National Cycle Network east of Hitchin runs from Letchworth to Potters Bar via Stevenage. 2001 Census data indicated that 3% of employed residents in Hitchin travelled to work by bicycle, a figure which rises to 5% for those living and working in the town. The Urban Transport Plan proposes a number of improvements to the cycle network in Hitchin, making it a more realistic choice for current and future residents of the town.

Summary of Key Transport Issues in Hitchin

22.30 The key transport characteristics in Hitchin are considered to be:

- Several heavily trafficked routes (A505, A600 and A602) run through the town which carry a significant proportion of through traffic as well as local traffic.
- Constrained highway network
- Isolated congestion problems at specific locations during the park hours.
- Historic core which operates a pedestrianised zone at certain times.
- Three major bus stop areas located close to the town centre and market.
- A recently upgraded railway station to the east of the town centre.
- A network of pedestrian footways following the highway network with the majority of crossing facilities concentrated on the A600 and A505 routes.
- The main transport corridors can have as much as up to 44% of the traffic without an origin or destination in the town. This emphasises the potential impact that growth in areas outside of Hitchin could have on the town with any increases in trips likely to directly impact Hitchin's highway network.

Royston

Road

22.31 The primary road network from Royston provides links to the nearby towns of Baldock and Letchworth Garden City on the A1(M) to the southwest, along the A505, providing access to London and the southeast. The A10 provides access to the county town of Hertford to the south, and an alternative access to London. The A505 and A10 access the M11 and Cambridge to the north-east of Royston.

22.32 The town is centred around the intersection of the old east-west A505 Baldock Road / Newmarket Road route, and the Old North Road (A1198) extending northwest from The Cross. This road provides the only vehicular crossing of the railway line through the town. The A505 Bypass extends around the north side of the town providing intersections with the A1198 and the A10. The Hitchin - Cambridge Line line of the Great Northern Railway runs in a northeast/southwest direction through the town, with the

railway station located 500 metres to the north of the town centre on the Old North Road.

- 22.33 The alignment of the primary road network and the railway through Royston create a significant amount of real and perceived severance within the town and on its boundaries. The A505 arcs around the northern edge of the town and acts as a barrier to the surrounding countryside. The A10 acts as a barrier to local east-west movements within the town and strongly delineates the south-eastern boundary of the Town Centre itself. Melbourn Street and Baldock Street also create barriers to pedestrian movement within the Town Centre. These two streets carry east-west through traffic and their presence creates a north-south split in the Town Centre.
- 22.34 Any development within the town would need to be integrated with the rest of the town rather than having direct links to the A505 to encourage use of sustainable modes of transport.

Rail

- 22.35 The Hitchin-Cambridge line of the Great Northern Railway runs in a north east/southwest direction through the town, with the railway station located 500 metres to the north of the town centre on the Old North Road.
- 22.36 Due to the lack of crossing points, the railway line effectively cuts the town in two, with the majority of the employment on the northern side and the town centre, leisure facilities and the majority of the town's schools on the southern side. Until 2012, with the completion of the Royston Rail Crossing there was only one point within the town for crossing the railway, at Old North Road next to the station, focusing all traffic, cyclists and most pedestrians onto the bridge, as there is also a substandard at-grade pedestrian crossing to the West of the town.
- 22.37 The Royston Rail Crossing scheme provides a new subway across the railway, which aims to make walking and cycling an attractive option for everyday, local journeys across the town. Located near to many residential areas along the way, the new route will connect schoolchildren, commuters and local people to schools, employment and leisure facilities. A number of additional cycle and pedestrian links are being implemented in the north of Royston following completion of the crossing.

Table 27: Station usage at Royston

Year	Station Entries	Station Exits	Total
2009/10	556,487	556,487	1,112,974
2008/09	577,512	577,512	1,155,024
2007/08	573,290	574,615	1,147,905
2006/07	537,759	541,461	1,079,220

22.38 The above table shows that station usage at Royston has after a three year period of rising, declined in 2009/10. This may be due to an increased number of people working from home or other changes in working practises.

Bus

22.39 Public transport services, particularly bus services, satisfy a relatively small proportion of travel demand in Royston. The town's large rural catchment area contains a number of dispersed small villages making it difficult to provide viable frequent bus services. The bus services are too infrequent to appeal to commuters.

22.40 Parking problems occurring in narrow streets in the town centre have caused a popular service to be diverted. In contrast, the town's rail service to London and Cambridge is both fast and attractive and attracts patronage from a very large catchment area. This has lead to increased parking pressures at the station and in some surrounding residential streets.

Walking

22.41 The physical size and layout of Royston is generally conducive for walking trips, particularly into the town centre and the rail station. The location of the two other large trip generators, Tesco superstore and the York Way employment hub, both on the North-western edge of town, is less conducive for walking. This is exacerbated by the railway line, which creates an impermeable barrier from the North of the town to the West, with the only vehicular crossing being on Old North Road at the railway station. The new Royston Rail Crossing referred to above provides a pedestrian and cycle crossing in the form of an underpass which connects Burns Road and Green Street.

22.42 This new underpass will address illegal and unsafe crossings of the railway in the eastern half of the town and will provide access for pedestrians and cyclists from the northern part of the town to schools, the leisure centre and the employment area and will help permeate this barrier.

Cycling

- 22.43 In contrast to walking, Royston has a lower mode share of work trips made by cycle compared to North Hertfordshire, East of England, and England generally. Only 2.4% of work trips are made by cycle in Royston compared to 3.9% for East of England. Similar to walking, the vast majority of these cycle trips are internal trips, as almost 5% of internal trips are made by cycle as opposed to between 0.65% and 1.75% of commuters travelling into or out of Royston for work.
- 22.44 Royston currently has a limited cycle network of short sections of on and off-road cycle lanes and routes with little or no continuity between them. Similar to pedestrian connectivity, the rail line creates an impermeable barrier through the town, with the only crossing via sub-standard narrow cycle lanes on Old North Road. As detailed the rail underpass and accompanying improvements will greatly assist in permeating this barrier providing a much safer and direct alternative route between the Northern and Southern sections of the town.

Summary of key transport issues in Royston

- 22.45 The key transport characteristics of in Royston are considered to be:
- Reasonably good E-W road access to the A1M and M11 motorways and larger towns in the region afforded largely by the A505 bypass.
 - Weaker N-S road links via the A10 which skirts the town centre.
 - Higher car ownership and use.
 - Low use of buses.
 - Popular fast rail service to London and Cambridge creating significant parking demand at and around the station to the north of the centre and severance problems.
 - Ample off street parking is available in and around the town centre to meet current demand
 - Free on street parking is available in the town centre and draws traffic into its narrowest streets.
 - A relatively low level of cycling and provision of cycling facilities.

Letchworth and Baldock

22.46 Unlike many towns that are independent of the other nearby urban areas, Letchworth and Baldock are closely linked, not just in a physical sense but also economically. The towns are separated only by a narrow strip of agricultural land and by the A1(M). Transport issues are therefore dealt with on a joint basis. Baldock Bypass has now been completed and significantly reduced congestion in Baldock.

Road

22.47 Baldock and Letchworth are located either side of the A1(M) which is a major transport corridor in the county. It provides the towns with direct road access to the capital, the M25, the north and the other major Hertfordshire towns.

22.48 The other major transport corridor is the railway line between London Kings Cross and Cambridge which serves both Letchworth and Baldock.

22.49 The towns are linked by a number of roads, principally the B656 (former A505) Baldock Road which goes under the A1(M) on the edge of Baldock. Baldock Lane / Willian Road and Norton Road provide alternative routes, as does the A505 Letchworth Gate / London Road, Baldock, via junction 9 of the A1(M). The A505 provides a corridor between Luton, Hitchin and roads to Cambridge and East Anglia, passes through Letchworth to the south of the town centre and then continues through to Baldock and beyond.

22.50 Traffic on the B656 (former A505) as it passes through Baldock (Hitchin Street / Whitehorse Street) was until recently a significant cause of congestion in the area. However, this has reduced by over 50% following the completion of the Baldock Bypass and associated works.

22.51 Being the considerably older of the two towns, Baldock is particularly unsuited to high levels of traffic, especially through the narrowest roads of the historic town centre (e.g. Whitehorse Street). While Letchworth was the first 'Garden City' in the country, it was still conceived and developed before the age of mass car ownership and as such also suffers from congestion in a number of locations, most notably Letchworth Gate, Baldock Road and Broadway.

Rail

22.52 Rail services to and from London and Cambridge operate on at least a 30 minute frequency but more often during the peak hours. The rail journey to London can be as little as 36 minutes from Letchworth and 39 minutes from Baldock. Both Letchworth and Baldock are within a PlusBus ticketing zone whereby a joint rail and onward bus journey ticket can be obtained for a discounted price.

Table 28: Station usage at Letchworth

Year	Station Entries	Station Exits	Total
2009/10	683,357	683,357	1,336,714
2008/09	722,943	722,943	1,445,886
2007/08	679,860	685,076	1,364,936
2006/07	650,213	658,854	1,309,067

Table 29: Station usage at Baldock

Year	Station Entries	Station Exits	Total
2009/10	227,862	227,862	455,724
2008/09	236,698	236,698	473,396
2007/08	206,829	212,955	419,784
2006/07	210,287	217,348	427,635

22.53 Letchworth and Baldock experienced a rise in station usage from 2006 to 2008 followed by a decline in 2009/10 – a similar pattern to that observed in Royston. Further monitoring on station usage will show whether this is a continuing trend, potentially as a result of the change in the economic climate and working patterns.

Bus

22.54 Frequent bus services are limited with only two services operating every 30 minutes or less and only three operating between 30 and 60 minutes. The Letchworth to Stevenage (via Lister Hospital) corridor is served by a single route that provides a 20 minute frequency and is the most frequently served link. According to 2001 Census data and County Council statistics, bus use has continued to fall both in the plan area and the Hertfordshire as a whole over the past few years.

22.55 There are significant flexible transport resources with public and voluntary sector operated services. Hertfordshire Dial a Ride provide door to door transport for the elderly, disabled and those people who cannot easily use passenger transport. However, bookings required an average of five days in advance of journey. The Lister Shuttle pilot scheme provides

a hospital transport service aimed at those people that are not eligible for hospital ambulance, both self-caring ambulant and wheelchair bound patients as well as staff and visitors living close to Lister Hospital. The scheme is subsidised, but also requires payment by all users based on a per person, mileage covered basis.

Summary of key transport issues in Letchworth and Baldock

22.56 The key transport characteristics of Letchworth and Baldock are considered to be:

- Limited network of cycle routes in the area.
- Travel to work by public transport within the plan area immediate area is low.
- There is no dedicated bus station or interchange.
- Car use for commuting is higher than the national average despite lower car ownership levels.
- Congestion hotspots are the A505 Letchworth Gate, B656 Baldock Road and Broadway in Letchworth.

Stevenage and the A1(M) corridor

22.57 The Stevenage UTP looked at areas of growth around Stevenage as outlined in the East of England Plan. The Stevenage Model also covers the Hitchin urban area and some of the surrounding villages. The study undertaken by Aecom, as referred in the Hitchin section above is more relevant now as it looks at the latest growth options in the emerging Core Strategy for North Herts. It also looks at potential growth within Stevenage.

22.58 The UTP acknowledged that there are significant existing and projected capacity issues on the A1(M) that will be exacerbated by the growth of Stevenage. Mitigation schemes being proposed through the UTP for the A1(M) include widening of the A1(M) junction 6 to 7 is required by 2014, with junction 7 to 8 widened to 3 lanes by 2021. The fact these schemes have been identified in the UTP does not of itself guarantee that the funding to enable these schemes to occur will be found. Rather, it strengthens the case when bids are made for funding.

22.59 In October 2012 the Government announced a £6.2 million funding scheme for the A1(M) pinch point at junction 6 northbound all lane running. This is planned to reduce congestion by converting the existing hard shoulder to a running lane, including installing a sign gantry spanning both

gantries along with variable message signs, CCTV, sensor loops and speed enforcement cameras. The work is planned to be completed by the end of 2014.

- 22.60 However, it should be noted that the amount of emerging growth is likely to be less than that analysed in the Stevenage UTP. Further discussions are taking place with the Highways Agency relating to the A1(M). Nevertheless, the £6.2 million scheme to junction 6 outlined above will go some way to improving the congestion on this busy stretch of the motorway.

Rural Areas

- 22.61 The Rural White Paper at present remains a key influencing policy document and seeks to create a living, working, protected and vibrant countryside. The key themes which have been taken into account in the County are to provide local services, a stronger role for communities, recognise the importance of the car, provide quality public transport and co-ordination, improve rural road safety, reduce the impact of traffic in rural areas and encourage cycling and walking.
- 22.62 As well as the four main market towns, the District also covers 127 square miles of rural areas and has boundaries with Cambridgeshire, Bedfordshire, Essex and, within Hertfordshire, East Hertfordshire, Stevenage Borough and Welwyn and Hatfield. It is an important agricultural area with a few heavy industries and in recent years it has grown considerably as a residential area, with places such as Knebworth becoming almost small towns. Much of the growth is a result of its popularity with commuters, especially with those working in London, thanks to the ease of communication by the electrified rail services to Kings Cross and by the A1 trunk road.
- 22.63 Rural transport is regularly cited by people who live in rural areas as their single biggest concern. They have transport needs which are different from those to towns and cities, key drivers are access to jobs, schools and other services as well as sustaining the local community and its economy. Specific rural issues include:
- Increased dependency on car use;
 - Poor facilities for non car modes;
 - Lack of accessibility to goods and services resulting in social exclusion; and
 - Increased likelihood of people being killed or seriously injured as a result of road accidents.

22.64 There are a number of Parish Plans within the district that represent the unique transport issues associated with that particular parish, a number of common themes have been identified. These include:

- Roads not built for demands of modern traffic;
- Inadequate road maintenance;
- Poor local bus services;
- Speeding traffic;
- High levels of commuter parking where rail services available;
- Poor footways and limited facilities for cycling;
- Problems with rat running when strategic network congested; and
- Parents opting to transport children from urban areas to small, often better performing, rural schools.

22.65 Prior to the formal review of its Rural Transport Strategy, HCC has issued an interim statement of intention regarding rural transport. These themes are expected to form part of the new HCC Rural Transport Strategy which will form the basis of work with the parishes in relation to any potential development. The statement reads as follows:

"Traffic and Environment Schemes:

"With the support of partners, work with Parishes and Villages to develop and deliver schemes which meet the LTP3 indicators. Potential schemes and measures which meet the indicators will be considered on an annual basis for selection through the prioritised Traffic and Environment List. This supports a stronger role for local communities in identifying local needs in rural areas and deciding how these needs can be met.

"Deliver Rights of Way Improvement Plans:

"Facilitate cycling and walking and seek to increase the use of the Rights of Way Network for journeys to work, school, facilities and services through Rights of Way Improvement Plans.

"Improve the quality of Rural Passenger Transport:

"Seek to make passenger transport responsive to people's real needs, being flexible, well marketed, well integrated, stable and reliable, in accordance with Hertfordshire's Bus Strategy and Intalink Partnership. Co-ordinate services to make best use of what is available. Working with bus and

train operators and where necessary investing with the community and voluntary transport sector in the provision of services in areas not adequately served by scheduled bus services. Work with partners to investigate the provision of more responsive passenger transport, improved information and passenger transport facilities and co-ordinate service provision.

"Improve Rural Accessibility:

"Seek the provision where feasible of locally accessible services that people can reach without the need to travel, including the more consistent provision of robust broadband for both individuals and businesses Integrate transport modes across the network with the provision of relevant user friendly route and service information. Address rural access issues which occur across the boundaries of different Districts/Boroughs and other Counties. Seek opportunities for Green Tourism and Leisure in Rural Hertfordshire that can play a supporting role for the rural economy and contribute to providing healthy exercise."

Future Infrastructure Requirements as a Result of Growth

- 22.66 As outlined above, the transport network is currently under stress in a number of locations in the district, most notably within Hitchin and around the A1(M). Further research specific to Hitchin and Stevenage has also been carried out to inform this IDP, as it is within these areas where the most likely pressure will be.
- 22.67 Potential impacts on traffic movements to and from areas where there is planned growth can only make this situation worse. Therefore, improvements to deal with existing capacity issues will be necessary to accommodate any further pressure on the network. Delivering sites in a sustainable way, could limit the need to travel by car and in turn minimise the impact of development. Sustainable transport measures will be critical in achieving this, as outlined in the Smarter Choices Agenda below.

Sustainable Transport, the Smarter Choices agenda and District Wide Measures

- 22.68 Smarter Choices is about a range of sustainable transport modes such as walking, cycling and public transport being available. It is clear that the highway network within North

Herts is currently under pressure independent of future growth. The Smarter Choices agenda and the promotion of sustainable modes of travel is evident throughout the UTP's. It is recognised that sustainable modes of travel need to be embedded in all future development in the district and that funding where possible is obtained for this.

- 22.69 Even with mitigation measures in place it is likely that increased congestion will become an accepted element of everyday life to a considerably higher degree than it currently is. The ability to build ourselves out of congestion has long been accepted as having limitations. The key to moving forward is to not only ensure measures are in place to provide alternatives to the private car for everyday travel, and reducing the need to travel in the first instance, but also to reduce the impact of congestion when it does occur. This would be through the promotion of cleaner technology and the ability of North Hertfordshire's future residents to see it as a realistic travel choice through having appropriate infrastructure, such as electric vehicle charging points in place.
- 22.70 The costs of sustainable transport is difficult to quantify, particularly over a twenty year period. However, as a recognition that Smarter Choices and sustainable transport are an important element of infrastructure, an estimate needs to be made.
- 22.71 The UTPs could be used as a proxy for calculating a reasonable cost for strategic purposes. The UTPs only cover a period of five years and the current projects are identified at a cost of £9.0 million, as outlined in paragraph 22.14. Every five years there will be a new UTP with additional costs, not all of the projects are able to be funded. Over a twenty year period this could total £36 million (based on £9m x 4) or £338 per person⁶⁹. This equates to £4 million for non-strategic growth of 4567 dwellings. excluding the possible strategic sites. The strategic sites are likely to have their own on-site sustainable transport costs associated with development, such as new and improved pedestrian and cycle networks etc. The costs above are only small proportion of the total cost and are therefore considered reasonable.
- 22.72 Identified below are specific transport measures that will contribute to reducing the impact of growth within the

⁶⁹ £36 million divided by the total population of residents within the four towns by 2031.

district alongside the promotion of smarter choices. It is important to note that these are strategic transport measures and that there may be site specific works required as part of individual planning applications. Such measures could include safety improvements and specific mitigation measures to the adjoining highway. These can only be identified once detailed schemes and site access details are known and are matters that will be assessed during the planning application process. This is likely to be the case for the Royston and Baldock employment areas and other large scale developments.

- 22.73 In relation to specific planning applications national guidance sets out the indicative thresholds on when a Transport Assessments will be required. The document 'Roads in Hertfordshire - A guide for new development' is under review and will incorporate the same criteria. A Travel Plan (TP) should be submitted alongside planning applications that are likely to have significant transport implications. There is now the opportunity to plan and encourage a culture of sustainable travel, thus significantly reducing the impact of any new development.
- 22.74 The highway network is most constrained at Hitchin and the A1(M) at Stevenage. Therefore, the potential mitigation measures are mainly concentrated within these areas.

Hitchin and Stevenage

- 22.75 The work undertaken by Aecom⁷⁰ assumed different scenarios for a potential 10,700 dwellings coming forward and looked at a range of possible strategic sites. This should not be taken as prejudging either the overall quantity of development, nor its location. Instead, it is trying to make reasonable estimates of impacts for this stage of plan preparation. More refined work may be required as a preferred level and distribution of growth emerges.
- 22.76 Aecom identified a number of transport issues on the highway network that are likely to arise within Hitchin and Stevenage in the plan period to 2031, totalling £93 million. Five of the six scenarios tested identified a need for all the mitigation measures identified in Table 30 below. The modelling will be refined in more detail once we know where the strategic sites will be located. The analysis by Aecom included potential growth within Stevenage, therefore it is

⁷⁰ Technical Note, Stevenage and Hitchin Urban Transport Model (SHUM), North Herts District Council Assessment, November 2012.

likely that Stevenage Borough Council would also be collecting contributions towards the above mitigation measures, as well as North Herts.

22.77 By 2031 many of the problem locations identified are likely to occur even without growth associated with development as a result of natural changes in the existing population (marked with an *). In their report Aecom has estimated that at least £26 million would need to be spent on just dealing with future changes to the population, without attributing it to growth.

22.78 As a rough estimate this IDP has also broken the total costs further by making an assumption that a proportion of the costs would be associated with possible development within the boundary of Stevenage Borough Council. We currently do not know how much growth will be accommodated within Stevenage. For the purposes of this study we have assumed 6,400⁷¹ dwellings, which is taken from the targets in the East of England Plan. When we have more details from emerging plans in Stevenage we will be able to refine these calculations.

Table 30: Potential mitigation measures for Hitchin and Stevenage

	Problem Locations	Potential Mitigation Measures	Total Cost (£)
HM1	A1(M) Junction 8 Roundabout (southbound offslip)	Add an additional lane on the A1(M) slip road approach to make three lanes at the junction stopline.	386,000
HM2*	A505 / B655 Pirton Road Change to a signal controlled junction	A505 / B655 Pirton Road Change to a signal controlled junction	842,000
HM3*	Payne's Park Change to a signal controlled junction	Payne's Park Change to a signal controlled junction	1,485,000
HM4*	A602 / B656 London Road (Hitchin Hill)	Widen approach arms and signalise the St	1,221,000
HM5.1 *	Hitchin Industrial Area / Cadwell Lane	Connect Wilbury Way and Cadwell Lane to the	5,838,000
HM5.2	A505 Cambridge Road / Woolgrove Road / Willian Road		323,000
HM6*	Arch Road / Hitchin Road (Great Wymondley)	Alter the junction priority	50,000
HM7*	Fishers Green Road	Add an additional southbound lane on the northern approach	62,000

⁷¹ Assumes a potential 10,700 dwellings within North Herts and 6,400 dwellings (37%) within the boundary of Stevenage.

HM8*	Stevenage Rd / Chantry Lane	Widen the approach arms to the roundabout	120,000
HM9.1*	A1(M) Junction 7 Northbound Onslip	Add an extra lane on the merge with the A1(M).	8,000,000
HM9.2*	A1(M) Junction 7 Roundabout (Southbound Offslip)	Add an extra lane on the diverge from the A1(M) using a tiger-tail; Add an additional lane on the A1(M) slip road approach to make three lanes at the junction stopline; Change the lane definition at GSK junction to allow two lanes left / 2 lanes straight on	8,000,000
HM9.3	A1(M) Junction 7 Northbound Mainline and Offslip	Extend the 3 lane carriageway up to Junction 7; Dedicated offslip diverge at Junction 7	66,000,000
HM10.1	A602 Hitchin Road / A1072 Gunnels Wood Road (southbound approach)	Widen the southbound approach to 3 lanes at the junction stop line; Implement a MOVA signal control system	240,000
HM10.2	A602 Hitchin Road / A1072 Gunnels Wood Road (westbound approach)	Implement a MOVA signal control system; Widen the westbound approach to 3 lanes at the junction stop line (if possible within the existing highway boundary)	240,000
	Total Costs		£93 million
	Costs relating to natural population change only (known as do-minimum).		£26 million
	Allowance for growth within Stevenage Borough Council boundary ⁷² .		£25 million
	Total Costs minus do-minimum and growth within Stevenage boundary.		£42 million

22.79 The Aecom assessment identifies that each development would have some impact towards these problem locations, albeit no one specific development drives the requirement for the improvements alone. The extent to which these schemes are necessary to deliver growth is something the Council is currently looking into, particularly in relation to scheme H9.3

⁷² As above.

for Junction 7 of the A1(M), which totals £66 million and is a substantial cost.

- 22.80 In addition to the measures outlined in table 30 above and the funding already identified for the A1(M) pinch point scheme at Junction 6, (see paragraphs 22.59) the Highways Agency have raised additional concerns. The A1(M) is likely to be under significant stress from Junctions 6 to 9 and that there may need to be a 'controlled motorway' or 'all lane running' making use of the existing hard shoulder. Controlled motorway measures include overhead gantries, lane signals and driver information signs. Further discussions are taking place with the Highways Agency to clarify this requirement and whether it would be in addition to the measures already outlined by Aecom above. Future revisions of this IDP will be amended to take the outcome of discussions into account.

Letchworth and Baldock

- 22.81 The Letchworth and Baldock Urban Transport Plan was published in early 2012. In taking into account future growth a number of schemes are identified within the plan. However, there are no specific schemes that are identified as crucial to accommodating growth.
- 22.82 The Baldock bypass has released traffic capacity, therefore additional growth is likely to be accommodated without the need for major strategic transport infrastructure. Sites close to the bypass should be integrated with the rest of the town rather than having direct access to the A505.
- 22.83 The potential strategic employment site in Baldock is located at Royston Road, which is part of B656. It connects to Baldock bypass (A505) and via that the A1(M) at J9. This development may put pressure on the road network. The UTP has identified the need for a desktop study or modelling of a smaller scale to identify the impacts this will have and recommended solutions. Sustainable transport measures for the development could include walking and cycling facilities to and from the development, the town centre and railway station to reduce these impacts.

Royston

- 22.84 Sites in the north of Royston would need to be integrated with the rest of the town rather than having direct links to the A505 to encourage the use of more sustainable modes of transport. There is an existing vehicle access to the strategic employment site in Royston along York Road. This is a local

access road that is subject to a speed limit restricted to 30mph. The additional trips from such development would likely increase congestion at North end of town during peak periods.

- 22.85 The Royston UTP has identified widening of Old North Road to 2 lanes each direction between A505 and York Way. The cost of this would be £90,000. In addition, the nearby junctions with the Old North Road would need capacity testing to appraise the implications of the development proposals and identify any required measures required to overcome any transport impacts.

Rural Areas

- 22.86 The HCC Rural Transport Strategy Review will take into account areas where there is likely to be development to inform potential schemes. The Interim Statement before the review refers to the following priorities:

- Traffic and Environmental Schemes
- Delivery of Right of Way Improvement Plans
- Improvements to the Quality of Rural Passenger Transport
- Improve Rural Accessibility

Retail

- 22.87 Hertfordshire Highways has not provided any detailed comments in relation to retail growth and have indicated that transport schemes will be determined during the planning application stage for such schemes. The amount of retail development proposed is unlikely to be of a strategic nature.

Summary of Costs

- 22.88 Sustainable transport/smarter choices:

- District wide- £4 million

- 22.89 Hitchin, Stevenage and the A1(M) mitigation measures:

- Total costs estimated at £93 million, of which £42 million associated with growth within the district.
- Costs associated with specific Schemes:
These are currently not known and will be deal with as part of any planning application.

Funding

22.90 Potential forms of funding are available from the following sources and are explained in more detail below:

- Local Transport Plan Capital Funding
- Hertfordshire County Council/NHDC
- NHDC Growth Area funding
- Major Schemes Business Case Bids
- Developer contributions
- Revenue/capital receipts
- Employers (travel plans or BIDS)
- Special Government Funding (e.g Community Transport Grant)
- Grants (e.g Lottery)

Government Capital Funding

22.91 Capital and Revenue Funding (LTP Integrated Transport Block and Maintenance Block) is allocated annually to the County Council from the Department for Transport and is traditionally the main source of funding for transport schemes.

Special Projects Government Funding

22.92 Funding for transport is sometimes provided to the County Council (or its partners) by the Department for Transport, Communities and Local Government, or other Government departments to meet special Government challenges. Recent examples of such funding are Local Sustainable Transport Fund, Community Infrastructure Fund and the Community Transport Fund. This funding is often secured through a bidding process and the timescale for submitting bids are often short and required to be linked to specific government challenges such as housing growth, economic growth or carbon reduction.

Grants

22.93 Grants from funding organisations and agencies are sometimes available to deliver transport improvements. The County Council is active in identifying and submitting bids for opportunities which will support in delivering transport objectives. Key agencies which the County Council has worked with in the past to secure grant funding include Sustrans and the National Lottery. Grants are often subject to specific criteria being met and match funding and partnership working.

Contributions from third parties

- 22.94 Contributions from third parties (external partners) can often be utilised to support the delivery of transport. This includes partners and bodies such as district councils, sub-regional bodies, businesses, the European Commission, airports and other agencies.

County Capital and Revenue

- 22.95 There are two types of funding directly available from the County Council, namely Capital and Revenue.

Allocating Funding to Transport Schemes

- 22.96 There is not a 'district' allocation for County Council transport funding. The process for allocating County Council funding to transport schemes is based on their contribution to fulfilling the County's targets and objectives.
- 22.97 In reality there will not be sufficient funding to undertake all the transport measures outlined above. Much of the funding is likely to go towards dealing with significant transport issues that already exist. The Council will need to work closely with the Highways Agency and the HCC Highways Authority to ensure the most needed measures are put in places.

Transport Summary

- 22.98 The baseline information has established current areas of transport stress within North Herts. A majority of this is focussed in Hitchin and relates to the high number of commuting trips passing through the town and also on the A10 approaching Royston. There is evidence that use of the railway network is continuing to increase and both meeting the needs of this demand and provision of suitable access to the stations must be considered.
- 22.99 At a local level walking and cycling numbers are lower than could be expected for small market towns. Current networks are not conducive to walking or cycling, largely in close proximity to/alongside existing busy highway networks. A number of improvements to these networks are planned and any new development must provide the appropriate links and infrastructure to encourage greater uptake of these modes.
- 22.100 Each of the urban transport plans currently detail a number of measures to improve current baseline conditions. A

number of new schemes are identified to accommodate further planned growth, particularly within Hitchin and Stevenage.

22.101 The scale of anticipated growth across the district will result in a significant number of new trips on the transport network. To deal with them in accordance with policy direction the presumption for new infrastructure will need to be steered in favour of promoting sustainable travel modes above the private car, while recognising that an effective road network is necessary for essential vehicle trips.

22.102 It is unlikely that there will be funding available to pay for all the substantial mitigation measure identified, particularly for Hitchin, Stevenage and the A1(M). It therefore cannot be expected that all of the schemes identified will happen. In addition, much of the funding is likely to go towards dealing with significant transport issues that already exist. The Council will need to work closely with the Highways Agency and the HCC Highways Authority to ensure the most needed measures are put in places.

23. Waste

- 23.1 The management of waste and the provision of waste facilities is an important consideration in the context of sustainable development. Reducing, reusing, recycling and recovering will ensure that waste is diverted away from landfill. Sending waste to landfill will become more expensive with the introduction of fines if European targets are not met, the cost of which would ultimately be passed on to the taxpayer.
- 23.2 Ensuring that waste management facilities are appropriately located is important to reduce the amount of distance waste has to travel. Hertfordshire County Council is the waste disposal authority and the waste planning authority. As the waste planning authority the County Council has a statutory duty to plan for the future management of all types of waste including household, commercial, industrial and construction. This includes producing a Waste Development Plan which sets out visions, objectives and policies for the control of development relating to waste. Sites are generally allocated through the Waste Development Plan, although planning applications for waste facilities have occurred more frequently in recent years as waste is increasingly being viewed as a resource.
- 23.3 North Herts District Council has responsibility for waste collection and related activities such as street cleansing. Hertfordshire County Council is responsible for the disposal of waste collected. The Council is also responsible for the preparation and implementation of recycling plans through access for waste provision, receptacles used for the collection of and other associated functions; many of these functions are agreed and delivered through the Herts Joint Waste Partnership.
- 23.4 Many waste management activities are similar to general manufacturing. This often explains why these types of buildings are commonly found in employment areas. Processes associated with the management of waste are becoming cleaner as technology develops.

Existing Provision

- 23.5 There are a number of waste management facilities in North Hertfordshire, detailed in the table below:

Table 31: Waste Management Facilities

Site	Facilities / use
Cumberlow Green Farm, Rushden	Green waste composting
North Herts Landfill (formerly Holwell Quarry/ Holwell Sandpit)	Landfill (household waste and asbestos) – No longer operational
Hitchin Rail Depot	Metal Waste Transfer
Vicars Grove, St Ippolyts	Highways Depot
Burymead Road, Hitchin	Waste Transfer Station
Codicote Quarry	Chalk quarry
Goodwins Yard, Bury Mead Road, Hitchin	Waste Transfer Station
H. Williams and Son Ltd, Wallace Way, Hitchin	Metal Recycling
HWRC Letchworth (Blackhorse Road)	Household Waste Recycling Centre
HWRC Royston (York Way)	Household Waste Recycling Centre
S.B. Wheeler and Sons Ltd, Cadwell Lane, Hitchin	Metal Recycling
T.O.C. Recycling Ltd, Dog Kennel Farm, Lilley	Metal recycling
Rush Green Motors, Langley	End of Life vehicle facility
The New Barn, Great North Road, Radwell	Recyclable bulking facility
Winters Recycling, Winters House, 5 Hunting Gate, Hitchin	Waste Recycling
Environwaste Ltd, Jacks Hill, Graveley	Waste Recycling

Planned/Committed Provision

- 23.6 As waste is being pushed up the hierarchy and being viewed as a resource, the number of facilities managing waste is likely to increase.

Infrastructure Requirements

- 23.7 The Hertfordshire Waste Development Framework 2011-2026 , Adopted by Hertfordshire County Council in November 2012, identifies a vision and policies to manage waste in Hertfordshire. The Strategy specifically identifies:
- A new Household Waste Recycling Centre to serve Hitchin. This is currently an identified gap in existing provision;
 - Five broad areas of search are identified within the County for the provision of new local authority collected waste treatment and transfer facilities (Policy 1 and Key

Diagram of the strategy). Area of Search D is partly located in North Herts on land around Junction 9 of the A1, including Letchworth GC and Baldock. Potential non-local authority sites will be allocated in a separate Waste Site Allocations document;

- Policy 1 also states that any new major development will be required to make appropriate provision for managing the waste arising from that development. This is likely to be the case for any strategic scale sites.

- 23.8 It should be noted that waste figures within the Waste Core Strategy and Development Management Policies document are calculated and projected using the growth figures contained within the now revoked East of England Plan. The Council will work with the County Planning Authority and County Waste Disposal Authority in relation to the new emerging growth figures.
- 23.9 All new dwellings within the district need to be equipped with recycling facilities such as bins and boxes. The cost of providing these is up to £88 per house.⁷³ This totals approximately £546,000 for the strategic sites and £402,000 elsewhere.
- 23.10 Discussions with NHDC waste collection colleagues have identified that the requirements for additional housing can be accommodated within subsequent renewals of contract specification for household waste collection until 2015/16 (currently undertaken by Veolia). The next renewal is likely to require an additional round to cover the increase in household collection. This would include two new vehicles a driver and two additional staff for both vehicles. One week would be for refuse collection and the following recycling.

⁷³ Planning Obligations SPD, 2006, NHDC - £71 per house updated to first Quarter of 2012 for index linking purposes.

Costs

23.11 The table below identifies the costs attributed to additional waste facilities for the district:

Table 32: Additional Waste and Recycling Facilities

Facility	Cost
Strategic Local Authority Waste Treatment and Transfer Facility	To be provided by HCC following clarification regarding the outcome of their area of search.
An additional round to cover all additional growth within the district including Strategic Sites. This may need to be refined once strategic sites are known.	£1.5 million ⁷⁴ of this £860,000 strategic sites and £640,000 elsewhere.
Householder recycling facilities – Elsewhere in the district	£402,000
Householder recycling facilities – Strategic Sites	£546,000
Further household on-site waste/recycling facilities – Strategic Sites	Individual requirements not yet known. Subject to further discussions within HCC.

⁷⁴ Costs provided by Veolia based on current contract arrangements. £235,000 each year for a five year period. Incorporating £65,000 each year for additional staff/set up costs and the remainder for vehicles.

24. Utilities: Gas and Electricity

UK Power Networks (Formerly EDF Energy Networks)

- 24.1 This section provides assessment of likely impact of future growth on the energy networks for electricity and gas.
- 24.2 UK Power Networks hold licences for three areas as Distribution Network Operators. The Eastern Power Network (EPN) licence area is responsible for the overall infrastructure network in North Herts. Whilst EPN have overall control, distribution is separated from supply and so today there are a number of different suppliers operating in North Hertfordshire.

National Grid

- 24.3 National Grid provide and operate the gas distribution infrastructure for North Hertfordshire as they cover the regions of East of England, the North West, London and the West Midlands.
- 24.4 In the UK gas is delivered to seven reception points (called beach terminals) by gas producers operating offshore facilities from over 100 fields beneath the sea around the British Isles. This is then distributed around the UK via a network of high pressure pipes, which is then distributed to the consumer through a lower pressure distribution network. The levels of pressure are classified as low, intermediate, medium and high.

Existing Provision

Electricity - UK Power Networks

- 24.5 The electricity network operates at three principal voltage levels, 133kV / 33kV / 11kV and is distributed through a network of cables. Electricity is disseminated around the network by a series of substations, which transform the power to enable it to be used by various different users. There are four "Grid Substations" serving North Hertfordshire. These are located at:
- Wymondley;
 - Stevenage;
 - Letchworth; and
 - Baldock.

- 24.6 The grid substations distribute a network of 33,000 volts supplying a number of primary substations, which in turn then supply a more local 11,000 volt network.
- 24.7 Particularly heavy users such as manufacturing industries are supplied at 33,000 volts. In distribution (secondary) substations, transformers reduce the 11,000 volt supply to 230 volts for small scale customers such as homes and shops. Larger users such as farms take electricity at 415 volts. A typical secondary substation serves 200 to 300 houses.
- 24.8 Historically, electricity infrastructure was designed with significant spare capacity. In recent years, and with an ever-increasing demand for electricity, the margins of spare capacity have been greatly reduced. In most areas new network and reinforcement are required to accommodate new development zones. Existing provision for the towns is outlined as follows:

Royston:

- 24.9 Royston is in an area that requires major capital investment to provide a significant increase in capacity. The normal supply is derived from a single 132kV circuit . For a fault or outage on this circuit supply is maintained from a single 33kV circuit from Letchworth Grid. This alternative supply is one of the limiting factors on the capacity available for Royston.

Baldock and Letchworth:

- 24.10 Letchworth is supplied from the Letchworth Grid and three 33/11kV primary substations in Letchworth. Baldock has an 11kV network supplied from East Letchworth Primary Substation. Significant load growth in Baldock is likely to require a new primary substation within the Baldock area, connected to Letchworth Grid. Increasing the loading on the Letchworth Grid may compromise the capacity available to provide an enhanced alternative supply to Royston.

Hitchin:

- 24.11 Hitchin is linked to the Wymondley Grid. Electricity is then supplied and distributed to Hitchin by two primary substations, namely North Hitchin Primary and South Hitchin Primary. The Wilbury Way / Cadwell Lane employment area in Hitchin is served by North Hitchin Primary Substation, which has limited capacity.

Stevenage:

- 24.12 Like Hitchin, Stevenage is served by the Wymondley Grid. Stevenage Grid operates near capacity and therefore load growth will need to be dealt with by a combination of load transfer to Wymondley Grid and any new network. The substation at Verity Way (serving Great Ashby) built about five years ago is now at capacity.

Gas - National Grid

- 24.13 A National Grid high pressure gas pipe passes south of the A505 from Royston to Letchworth GC, which is then distributed via the smaller distribution network. The pressure throughout the district is recorded by National Grid as:

- Letchworth: Low Pressure / Medium Pressure / Intermediate Pressure
- Baldock: Low Pressure / Medium Pressure
- Hitchin: Low Pressure / Medium Pressure
- Royston: Low Pressure / Medium Pressure
- Stevenage: Low Pressure / Medium Pressure
- Rural Areas: Exact locations will vary

- 24.14 There are no gaps in provision currently identified by National Grid.

Planned/Committed Provision

Electricity - UK Power Networks

- 24.15 Asset replacement is in progress at Wymondley Grid. The standard specification for this equipment will provide additional capacity available for potential load growth in Hitchin and Stevenage and ensure that UK Power Network's Licence condition for security of supply is maintained.
- 24.16 All areas have an electricity network that meets the present demand. The most challenging scenario would be providing a significant increase in capacity for Royston.
- 24.17 Where new network infrastructure is required, it is the customer that is required to pay. Where there is a need for reinforcement, the customer will be required to contribute to costs. With regard to new development the likelihood is that a combination of new infrastructure and reinforcement is often required.

24.18 Where a development is deemed to be speculative, i.e. there is no identified end user, the developer may be liable for the full cost of reinforcement as well as new network.

National Grid

24.19 No comment.

Infrastructure Requirements

Electricity - UK Power Networks

24.20 While housing numbers provide an indication to the network capacity required, the network solution can be significantly altered by the size and location of commercial and industrial loads. These can take up available capacity within much shorter time scales than major housing developments and may result in additional reinforcement being required with consequent cost and timescale implications. The main areas that look likely to incur reinforcement are:

- **Hitchin** - Wymondley Grid will require reinforcement to meet load growth if strategic growth is associated with either Stevenage or Hitchin. UK Power Networks is increasing the capacity of the Wymondley Grid from 45MVA to 90MVA. This increase in capacity is already planned for (see paragraph 24.15 above). North Hitchin Primary will require reinforcement for any significant load growth in the employment area. Development of the proposed allocation at the Transco site (approx 10ha) will require network reinforcement. Assuming that this new allocation has a load requirement of no more than 12 MVA the indicative customer cost will be £3 million.
- **Royston** - The housing numbers indicated for Royston can be accommodated within the 132kV and 33kV infrastructure. Some 11kV reinforcement may be required. Any significant industrial load (> 3 MVA) could require extensive reinforcement. Prospective customers in this area should consult with UK Power Networks at an early stage. UK Power Network's preferred option to improve connection and serve future development would be to run a new 33kV link from Letchworth alongside the existing cable and build a new Primary Substation within the additional employment land.
- **Letchworth / Baldock** – Both areas are supplied from Letchworth Grid (132/33kV) and 11kV distribution is provided by three primary substations in Letchworth. Load growth to the north of Letchworth can be accommodated by developing the 11kV network.

Prospective developers should contact UK Power Networks Energy to establish budget costs for this work. Load growth in Baldock is likely to need a new Primary Substation which may be located at Letchworth Grid with a potential cost of approximately £8 million.

- **Strategic growth** – No response has been received from UK Power Networks in relation to future strategic growth of the potential 6,200 figure that is currently being analysed. From past consultations we do know that increased capacity at the Wymondley Grid is progressing. This is relevant to possible growth options around Hitchin and Stevenage.

Gas - National Grid

24.21 From discussions with National Grid, the following points detail the likely implications of growth:

- **Potential non-strategic growth options** (assumed to equal 4,500 dwellings) - Network analysis indicates that there is sufficient capacity within National Grid's pressure networks everywhere except Baldock.
- **Baldock** - Network analysis indicates that there is not sufficient capacity within National Grid's Low Pressure or Medium Pressure networks for the potential number of dwellings suggested. Reinforcement could be designed and built within a year. The point at which this would be required needs more discussion with the National Grid.
- **Potential strategic growth** (assumed to be 6,200 dwellings) - There is available capacity at South West Hitchin, North Letchworth, Rush Green and West Stevenage. North and North East Stevenage would require extensive reinforcements if strategic growth is located in these areas.

Costs

24.22 Where costs have been provided by the utility companies they have been included in the relevant sections above. The new primary pumping stations at Baldock and Royston are likely to be the most costly at £8 million each, followed by reinforcements at the Transco Site in Hitchin at £3 million. No costs have been provided by the National Grid for reinforcements of the gas pressure networks at Baldock and North and North East Stevenage growth options.

24.23 The utility companies have indicated that charges vary by network in terms of cost of connection per dwelling and that there will also be a large variation depending on what needs

to be done for any particular scheme. It is anticipated that the costs of reinforcements and substations are likely to be between the developer and the utility providers, as has traditionally been the case, rather than through the CIL.

Summary

24.24 National Grid has indicated that reinforcement of gas pressure networks requires a reactive approach and in most individual cases this is sufficient. This IDP provides a basis for the utility providers to look more strategically at where growth is likely to be located and plan for these upgrades at the appropriate times. Further discussions with National Grid and UK Power Networks will be required to fully understand how they are planning for future growth and where the funding for gas and electricity networks is coming from.

25. Water Provision and Sewage Infrastructure

- 25.1 Water infrastructure in North Hertfordshire is provided by three water companies. Affinity Water (formerly Veolia) are responsible for water supply and Anglian Water and Thames Water are the sewerage undertakers.
- 25.2 Affinity operate in 3 different areas. The “northern area” covers a large area north of London including Hertfordshire. The administrative areas for Anglian and Thames Water cover the relevant river basins through an appointment made under the Water Industry Act 1991. Thames Water provides waste water services for southern areas of the District. This includes areas around Stevenage and Knebworth, but excludes the settlements of Hitchin, Letchworth, Baldock and Royston, which are covered by Anglian Water.
- 25.3 The Environment Agency has responsibility for the “main” rivers in North Hertfordshire including the River Hiz and River Purwell. Their stated purpose is “to protect or enhance the environment, taken as a whole”. Their remit therefore extends beyond just rivers and incorporates the whole environment, so consideration of impacts of potential infrastructure will be key. The Water Framework Directive (WFD) is also placing a greater emphasis on water quality and the need for no deterioration in rivers.

Existing Provision

Water supply – Affinity Water

- 25.4 Affinity Water plans its available water resources using a zone-based structure. There are three zones; the Northern zone, which includes North Herts, then also Central and Southern zones. These zones are set up to act in a ‘water grid’, similar to the concept in power supply. Within each of the three areas there are a number of available ground and surface water resources, and treatment works capable of preparing the water for potable supply. The grid in each zone therefore allows water to be moved via the strategic mains to anywhere in the zone if required. This allows movement of the water to wherever it is needed and as a consequence of this, the company can assume that every property within the zone in question has an equal low likelihood of interruption to supply in the event of a burst main for example.

- 25.5 Affinity Water produces a Water Resources Management Plan (WRMP), to understand the supply and demand balance in each of its WRZs over 25 years. The current WRMP indicates that across the three zones that there is a small surplus of water available over the plan period. This means that the total water available to put into supply is higher than the total forecasted demand, for each zone.
- 25.6 The company maintains a headroom of additional resource above expected peak demand in each water resources zone. If headroom becomes reduced then additional resource/infrastructure provision requirements are investigated and implemented at a zone level. At this time, resource provision is sufficient to meet demand in the NHDC area. A continuous slight over-provision is maintained to meet peak demand. As development continues this is under constant review.

Sewage - Anglian Water

- 25.7 As Anglian Water cover the area that drains into the Anglian River Basin they are responsible for a number of treatment works in the district. These are set out in the table below with the current capacity classification information:

Table 33: Anglian Water facilities

Name	Capacity
Ashwell STW	No current capacity issues
Barley STW	No current capacity issues
Hexton STW	No current capacity issues
Hitchin STW	No current capacity issues
Holwell STW	No current capacity issues
Letchworth STW	No current capacity issues
Newnham STW	No current capacity issues
Sandon STW	No current capacity issues
Ashbrook STW	Identified capacity issues
Royston STW (outside district boundary)	Identified capacity issues

Source: Anglian Water

- 25.8 As detailed above these treatment works currently all have additional capacity apart from Ashbrook and Royston treatment works where there are capacity issues. Currently there is no additional headroom for a population increase at Ashbrook and capacity issues have been identified at Royston STW (see below).

Thames Water

- 25.9 As Thames Water cover the southern part of the district, the area which drains into the Thames River Basin, Thames Water have responsibility for a number of treatment works and pumping stations in our district. These are set out in the table below:

Table 34: Thames Water facilities

Name	Capacity
Barkway STW	No current capacity issues
Weston WWTW	No current capacity issues, but improvements planned
Kimpton WWTW	No current capacity issues
Whitwell WWTW	No current capacity issues, but enhancement of discharge planned
Breachwood Green STW	No current capacity issues
Therfield STW	No current capacity issues
Offley Sewage Pumping Station	No current capacity issues
Stobarts Close Sewage Pumping Station	No current capacity issues
East Hyde STW (outside district boundary)	No current capacity issues
Harpenden STW (outside district boundary)	No current capacity issues
Rye Meads STW (outside district boundary)	Known capacity issues

Source: Thames Water

- 25.10 There are acknowledged issues with the Rye Meads STW near Hoddesdon, which serves a very large area including Stevenage, Welwyn Garden City, Hertford and Harlow. A Water Cycle Study was undertaken in 2009 to assess the impacts of the growth of Stevenage. This identified possible solutions up to 2021, however additional work was required past this date as the Water Framework Directive is likely to place more stringent controls on the water quality.

Planned/Committed Provision

Affinity Water (water supply)

- 25.11 At this current time Affinity Water considers that the Northern Zone has a headroom surplus and so no infrastructure projects are planned to increase resource availability in the district. Any infrastructure improvement is generally in response to local development growth. As such no forward planning information is given.

Thames and Anglian Water (water treatment)

- 25.12 As part of the water industry management process both Anglian and Thames Water are required to develop an Asset Management Plan (AMP). This is reviewed with the economic regulator (Ofwat) and used to determine the customer bill limits and thus the level of capital investment over successive five-year periods. This is a well-rehearsed funding mechanism that has just been completed for the period 2010-2015 and submitted to regulators for approval.
- 25.13 Anglian Water have not identified any upgrades for the period to 2015. The only concern is Ashbrook STW whereby they will have to make a case to regulators Ofwat in 2014 for capital expenditure during the period 2015 to 2020. The cost of any upgrades will be dependant on the level of growth required for the Ashbrook catchment.
- 25.14 With regard to the other sewerage treatment works Anglian Water do not anticipate any problems serving growth for the period 2010 to 2015. Whether they require funding for the period 2015 to 2020 will be dependant on the level and pace of growth required.
- 25.15 For the period 2010-2015 Thames Water have proposed to enhance the treatment of the water they discharge from Whitwell Sewage Treatment Works into underground aquifers in line with new European Legislation (Water Framework Directive). This will help maintain levels of groundwater, and improve its quality.
- 25.16 Thames Water also plans to make improvements to Weston Sewage Works that will ensure sewage treatment meets the needs of the river environment as local population increases up to at least 2021. The Environment Agency expects this will help protect 1.4km of the River Beane.

Implications of Growth

Affinity Water

- 25.17 At a site level each property will need appropriate infrastructure laid once development is formally agreed (i.e. once planning permission is granted). A decision on whether network strengthening is also required (at partial cost to the developer) is dependant on a number of factors and this modelling work is not usually undertaken until a high level of certainty is known about the likelihood of development going forward. For this work Affinity Water has suggested that it

would be best to assume that if network improvements are required they will be agreed and organised between the developer and themselves, and that this work will be designed, agreed and undertaken as part of the formal planning permission process.

25.18 Affinity Water has advised that the design and construction of necessary water supply infrastructure only tends to proceed when a higher level of site detail is known, and the likelihood of development is almost certain. Fortunately the design and installation of water infrastructure is relatively fast and therefore does not need to be of major concern in advance of determining future growth options.

25.19 Water supply issues in terms of the provision of infrastructure is not seen as a constrain to development. However, the Environment Agency recommends that water efficiency measures are put in place to limit water use.

Anglian Water / Thames Water/ Environment Agency

25.20 The Water Framework Directive (WFD) is placing a greater emphasis on water quality and the need for no deterioration in all watercourses. The Environment Agency in conjunction with the water companies have raised concerns that the amount of growth proposed in Royston would result in a deterioration of water quality. In order to be compliant with the WDF, substantial upgrades to the sewage treatment works at Royston are required.

25.21 Further discussions will take place with the Environment Agency and sewerage undertakers to determine the extent of upgrades required. It is likely that temporary measures will need to be put in place for the short term.

25.22 In relation to the strategic sites, the impact and extent of infrastructure requirements will depend on where development is located. Capacity at the Rye Meads Sewage Treatment Works is a significant issue and has implications for possible strategic sites around Stevenage and to some extent Hitchin if these sites come forward. The Rye Meads Water Cycle Strategy concludes that there are no overriding technical constraints to 2021. However, this relies heavily on substantial upgrades to the sewerage system. Discussions with the water companies and the Environment Agency (EA) as to how, what and when upgrades can be achieved are ongoing. It should be noted that the Rye Meads Water Cycle Strategy was based on the regional growth figures of the

now revoked East of England Plan. Since possible growth is likely to be a lower target, it is likely that any impacts on Rye Meads will also be reduced. This is also true of the other authorities that drain into the Rye Meads catchment.

25.23 The Council will work with the Environment Agency and undertakers to determine what the detailed infrastructure requirements will be for growth at Royston and in relation to the strategic sites, together with how these will be delivered.

25.24 Sustainable Urban Drainage (SUDs) will need to be an integral part of new development to reduce pressure on sewage infrastructure and effectively manage surface water in addition to any major infrastructure works referred to above.

26. Green Infrastructure

- 26.1 Green Infrastructure relates to the physical environment within our towns and villages. It is a network of multi-functional open spaces, including protected sites, nature reserves, formal parks and gardens, children's play areas, sports pitches, woodlands, green corridors, waterways, street trees and open countryside. It makes a valuable contribution to the districts environmental resources, such as ecological assets, habitats and landscapes. Green spaces are vital in the creation of sustainable communities.
- 26.2 The Council commissioned a Green Space Study (GSS) in 2009⁷⁵ to assess the quantitative nature of open space in the District and to prepare standards for the provision of new green space in the future.
- 26.3 The Green Space Study, in line with the guidance then contained in Planning Policy Guidance Note 17, Sport and Recreation (PPG17) identified green space typologies for the District. The typologies included:
- Town parks and gardens;
 - Recreation grounds;
 - Amenity green spaces;
 - Natural and semi-natural green space;
 - Green corridors;
 - Allotments;
 - Cemeteries & churchyards;
 - Play & youth facilities;
 - Outdoor sports facilities; and
 - School/ institutional sports facilities.
- 26.4 The North Hertfordshire Green Infrastructure Plan (GIP) was prepared in 2009⁷⁶. This document has a more strategic role than the Green Space Study. Whereas the GSS identifies sites within the district the GIP looks at assets both within the district and those which extend across the district boundary such as routeways and river corridors. The GIP covers the GSS as well as identifying assets which create networks of multi-functional open space which provide a variety of benefits such as sustainability, health, biodiversity and access.

⁷⁵ North Herts Green Space Standards, North Herts District Council, August 2009, prepared by Land Use Consultants.

⁷⁶ North Hertfordshire District Green Infrastructure Plan, August 2009, prepared by Land Use Consultants

- 26.5 The Council also has a Green Space Management Strategy, adopted in 2009. This looks at the quality of open spaces within the district and identifies areas where improvements can be made.

Existing Provision

- 26.6 The North Herts Green Space Study (GSS)⁷⁷ identified 575 sites, 2,001ha of green space, which is 16.12ha of green space per 1,000 population. However, the GSS notes that this figure is misleading as much of that green space has no public access or is inaccessible, therefore there is no guarantee that it is serving the existing need. The total amount of green space was therefore reassessed to look at sites which are either freely accessible or have limited public access. On this basis, there is a total of 1,058ha of green space which equates to 8.52ha per 1,000 population. Table 35 shows the current provision of green space within the district. Table 37 breaks this down further into each area and divides it into hectares per 1,000 population.

Table 35: Existing district-wide open space provision

Typology	Number of sites	Freely accessible	Limited public access	No public access	Access Unknown	Total area (ha)
A. Town parks and gardens	7	15.81				15.81
B. Recreation grounds	37	117.09				117.09
C. Amenity green space	144	90.21				90.21
D. Natural & semi-natural green space	106	325.07	22.40	0.00	828.93	1176.41
E. Green corridors	45	56.97				56.97
F. Allotments	43		32.66			32.66
G. Cemeteries and churchyards	50	35.55				36.55
H. Play & youth facilities	38	15.84				15.84
I. Outdoor sports facilities	29	17.70	253.17			270.88
J. School / institutional sports Facilities	76		74.90	114.14		189.04
TOTAL	575	675.24	383.13	114.14	828.93	2001.44

Source: Green Space Study, 2009

⁷⁷ North Herts Green Space Standards, North Herts District Council, August 2009, prepared by Land Use Consultants.

- 26.7 The Green Space Study recommends the following green space standards per 1,000 population. These will be taken forward in the emerging Local Plan.

Table 36: Open space quantity standards

Typology	Provisional QUANTITY standard: TOWNS (ha/1000)	Provisional QUANTITY standard: RURAL AREAS (ha/1000)
1. Recreational & amenity green space (Typologies A,B & C)	0.77	N/A
2. Natural & semi-natural green space (Typology D)	1.47	6.37
3. Allotments (Typology F)	0.23	0.36
4. Play and youth space (Typology H)	0.2	0.2
5. Outdoor sports provision (Typologies I & J)	1.42	1.85

Source: Adapted from Table 35 of the Green Space Study, 2009

- 26.8 Table 36 summarises current quantitative provision across the District in hectares per 1,000 population.

Table 37: Level of provision by area and type of open space

Area	Current provision (ha / 1,000 population) based on current quantity of freely accessible and limited access sites only against 2009 population figures								
	A. Town parks and gardens	B. Recreation grounds	C. Amenity green space	Total of A, B & C	D. Natural & semi-natural green space	F. Allotments	H. Play and youth space	I. Outdoor sports facilities	J. School/ institutional sports facilities
Baldock	0.12	0.00	0.50	0.62	3.07	0.24	0.19	0.41	0.45
Hitchin	0.04	0.56	0.39	0.99	2.09	0.23	0.14	0.80	0.64
Letchworth	0.12	0.20	0.45	0.77	1.04	0.27	0.19	2.19	0.58
Royston	0.13	0.13	0.18	0.44	0.05	0.11	0.22	0.21	1.47
Towns total	0.09	0.29	0.39	0.77	1.47	0.23	0.18	1.16	0.74
Rural East	0.00	0.77	5.14	5.91	14.09	0.33	0.25	10.10	0.12
Rural West	0.00	0.87	0.61	1.48	4.08	0.37	0.29	5.82	0.27
Rural total	0.00	0.85	1.64	2.49	6.37	0.36	0.28	6.80	0.24

Source: Green Space Study, 2009

- 26.9 The local needs review referred to in the GSS showed existing green space resource to be highly valued by North Herts residents, the majority of respondents were satisfied with the existing level of provision but in places (particularly in the towns) residents felt slightly more provision is needed.

- 26.10 The GSS also analysed existing open space provision in relation to how accessible they are to the public for each typology. This includes identifying each typology on a map with a circular catchments around each site. These maps clearly identify where there are gaps in provision and where any future green spaces should be focused. Copies of the maps and the GSS can be viewed at:
http://www.north-herts.gov.uk/index/environment_and_planning/planning/local_development_framework/background_papers/green_space_study.htm
- 26.11 The quality of the green space within the district has been analysed through a Green Space Audit undertaken by consultants in 2009. It is apparent from the results of the audit that continued investment will be required to sustain and improve the current level of provision to meet the expectation of residents of North Herts. A lack of future investment in green space would lead to falling standards of quality, closure of play areas, poor quality sports pitches and falling levels of satisfaction from the local community.
- 26.12 The work undertaken in the Green Space Audit is reflected in the Green Space Management Strategy⁷⁸. This strategy identifies areas where there is a deficiency in terms of quality and the need to improve facilities and maintenance. It aims to enhance and maintain green space across the district so that the whole community can enjoy it. The Strategy is accompanied by Action Plans outlined below:
- Cemeteries & Closed Churchyards Action Plan
 - Biodiversity Action Plan
 - Tree Strategy
 - Green Space Action Plan
 - Outdoor Play Facilities Action Plan
 - Outdoor Sports Facilities Action Plan
 - Allotments Action Plan
- 26.13 These Action Plans identify projects that will improve the quality of the open spaces and requirements for new provision. This IDP will be able to provide a more strategic focus for dealing with green space and growth in any subsequent revisions to the Action Plans and Management Strategy.

⁷⁸ Green Space Management Strategy, North Herts District Council, Adopted October 2009

Infrastructure Requirements

- 26.14 Planned growth in the district will result in an increase in population, particularly concentrated in the four towns, which will generate increased need for green space in these areas. The Council's emerging green space policy will seek to establish standards for new green space associated with development proposals. The GSS identified future requirements for growth. However, these were calculated for the growth figures identified in 2007 Preferred Options Core Strategy Consultation and are now out-of-date. This section assesses green space in relation the potential new growth figures⁷⁹.
- 26.15 Typologies 1, 2 and 4, as outlined above, are generally achieved on site and requirements will be assessed and dealt with as part of each planning application. However, it should be noted that a number of sites will fall below the threshold for on-site provision, particularly in relation to play/ youth space, and that this will inevitably add to deficiencies within the area. Therefore, it is important that there is a quality contribution from development to ensure that projects identified in the Green Space Management Strategy and Action Plans can be achieved. It is unlikely that the Council will have the funding or space to provide additional areas of green space for these typologies beyond those required on development sites.
- 26.16 Typologies 3 – Allotments and 5 – Outdoor Sports Provision, are more strategic in nature where it is only likely to be the relatively large sites that could accommodate these.

Allotments

- 26.17 With the exception of the strategic sites, most development sites will not be big enough in themselves to require allotments to be provided. A standard NHDC allotment size is 125 square metres. Allotments are also normally grouped together to ensure that they are properly managed and serviced. Therefore, for operational reasons there should be a minimum of 10 plots on one site of 1,250m² or 0.125 hectares. It is not until a site reaches in excess of 200 dwellings that the minimum number of plots takes effect. However, when you look collectively at each of the towns and rural areas in relation to their total dwelling numbers, you see an increased need for allotment provision. Table 38 below identifies requirements for allotment sites in relation

⁷⁹ Using the population calculations set out in Appendix A.

to future residential growth and the standard of 0.23 hectares per 1,000 population within the urban areas and 0.36 within the rural areas.

Table 38: Allotment requirements as a result of residential growth

Town/Area	Requirement in hectares	Number of sites/plots	Costs ⁸⁰
Non-Strategic			
Hitchin	0.51	41 plots	£103,000
Letchworth	0.59	47 plots	£118,000
Baldock	0.65	52 plots	£130,000
Royston	0.51	41 plots	£103,000
Rural Areas	0.27	42 plots	£105,000
Total	2.53	203 plots	£559,000
Strategic			
Strategic Sites	3.42	274 plots	£685,000

26.18 Land will become available for some of the larger sites to accommodate allotments within them. However, elsewhere it is more likely that the need will be dealt with through improvements to existing sites. The Allotments Action Plan (2010 – 2014) sets out the Council’s plans over four years. The action plan identifies the investment needed to sustain allotment infrastructure and alleviate waiting lists, this is shown on the table below:

Table 39: Allotments Action Plan investment priorities

Site	Action	Value	Year
North Road, Baldock	Create 15 new plots within the site boundary	£4,000	2012/13
Burford Way, Hitchin	Re-metal roadway	£8,000	2014/15
Pirton Road, Hitchin	Construct accessible pathway	£4,000	2012/13
Ransoms, Hitchin	Tree pollarding	£4,000	2013/14
Hillbrow, Letchworth	Tarmac car parking	£5,000	2013/14
Norton, Letchworth	Create 20 new plots within the site boundary	£5,000	2011/12
Pryor Way, Letchworth	Create 15 new plots within the site boundary	£4,000	2011/12
Total		£34,000	

26.19 Future revisions of the Allotment Plan will need to have regard to the requirements identified in table 38 above and the accessibility deficiencies identified on the GSS maps. In the meantime, the existing projects identified will contribute towards accommodating future requirements.

⁸⁰ Cost assumed at £25,000 for a 10 plot site with appropriate infrastructure such as drainage, car parking, fencing roads and paths. Supplied by NHDC Parks and Open Spaces Team.

Outdoor Sports

26.20 As with allotments, many sites will not be large enough to accommodate outdoor sports provision. A standard grass pitch would be approximately 0.9 ha and for operational reasons it is unlikely that one pitch on its own would be practical. The table below takes into account the standard of 1.42 ha per 1,000 population in the urban areas and 1.85 ha in the rural areas⁸¹ to identify future outdoor sports provision.

Table 40: Outdoor sport requirements as a result of residential growth

Town/Area	Requirement in hectares	Approximate number of pitches	Cost ⁸²
Non-strategic			
Hitchin	3.16	4	£440,000
Letchworth	3.65	4	£440,000
Baldock	4.0	4	£440,000
Royston	3.12	3	£330,000
Rural	2.14	2	£120,000
Total	16	17	£1.8 million
Strategic			
Strategic Sites (Assuming 6,200 dwellings)	23	26 + at least 6 pavilions	£2.9 million for pitches £2.6 million for pavilions

26.21 The larger strategic sites are likely to be of a sufficient size to accommodate sports pitches. As a guide at least six pavilions within the strategic sites would also be required as well as the pitches. This will depend on the size and location of the strategic sites and proximity to existing facilities. In Letchworth, there may be an opportunity to provide additional pitches alongside the re-development of the Leisure Centre (Section 12: Sports Facilities identifies this as a need). Limited land is available elsewhere to provide new pitches. However, in view of the above identified need, improvements to existing provision in these areas will be increasingly important. The table below sets out the projects identified in the current Outdoor Sports Facilities Action Plan.

⁸¹ The Background Paper to the Planning Obligations SPD, NHDC, November 2006, identifies a grass pitch to be approximately 0.9ha. It should be noted that this is an example only. There are other pitches which will also be present in this typology such as cricket pitches etc.

⁸² The Background Paper to the Planning Obligations SPD identifies costs for a sports pitch at £88,000 £400,000 for a pavilion (£110,000 and £425,000 updated to 1st quarter 2012 prices).

Table 41: Programme for Outdoor Sport Facilities Investment

Town	Facility	Action	Cost	Date
Hitchin	Ransoms	Renovate pavilion for football & community use	£160,000	2010/11
Hitchin	Walsworth	Replace sports pavilion	£400,000	2013/14/15
Hitchin	Walsworth	Renovate pitches	£20,000	2012/13
Hitchin	Bancroft	Construct Floodlit Multi-Use Games Area (MUGA)	£150,000	2011/12
Letchworth	Wilbury	Replace Combination Goal	£10,000	2010/11
Letchworth	Norton Common	Replace MUGA fencing	£30,000	2010/11
Royston	Priory Memorial Gardens	Install Floodlighting	£30,000	2012/13
Total				£800,000

Source: Outdoor Sports Facilities Action Plan (2010-2014)

26.22 Future revisions of the Outdoor Sports Facilities Action Plan will need to have regard to the requirements identified in Table 40 above and the accessibility deficiencies identified on the GSS maps. In the meantime, the existing projects identified will contribute towards accommodating future requirements.

Other Green Infrastructure Projects

26.23 The Green Infrastructure Plan (GIP) identifies a large number of assets within North Hertfordshire. It also lists a number of key projects⁸³. The Council is currently working with the Hertfordshire Countryside Management Service (CMS) and other partners to refine and prioritise these projects that would benefit each town as a whole, together with the rural areas. Many of these have links with a number of other services such as cycling routes, public rights of way and biodiversity. The emerging priorities are as follows:

- Improvements to Nature Reserves;
- Creation of Urban Greenways around Hitchin, Baldock and Royston; and
- Improving green routes within towns to increase usage and accessibility.

26.24 Once these priorities are agreed the Council will seek to bring them forward. The GIP identified potential costs for these projects. For the creation of urban greenways this could potentially be £2 to £5 million for each one. For the purposes of this IDP the lower £2 million figure has been used to

⁸³ Green Infrastructure Plan, North Herts, 2009, pages 103 to 129.

account for the existing population that would benefit from the greenways as well as those as a result of the growth. This would give a minimum total of £6 million. The costs in relation to green routes have already been taken into account in the Public Realm Section of this IDP.

27. Broadband and Telecommunications

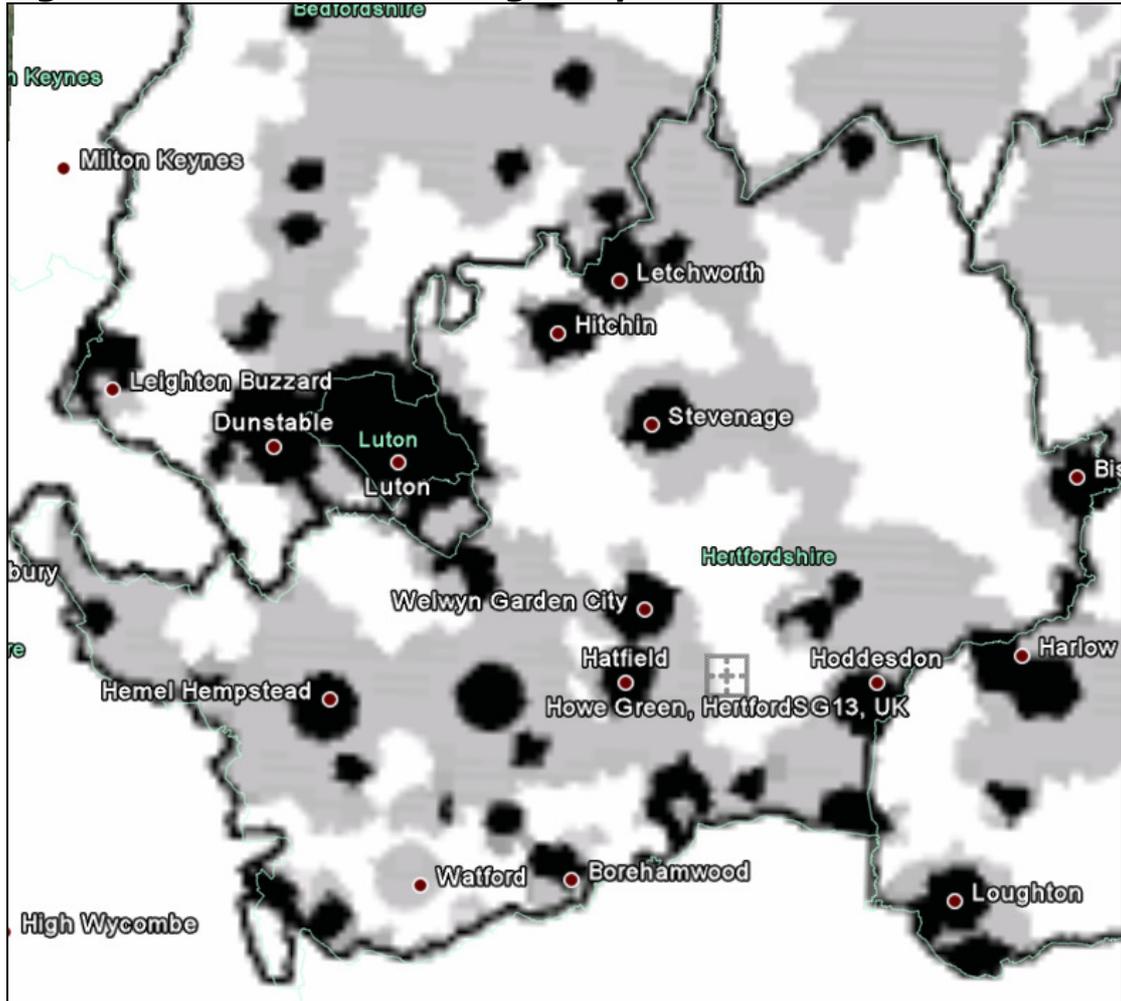
- 27.1 The previous Labour Government began a push for the roll-out of Next Generation Access (NGA)/ Super-fast broadband to 90% of the Country by 2017. The Coalition Government has also committed itself to this, introducing measures to ensure the rapid roll out of super-fast broadband across the country as it is seen as a vital enabler for economic growth and essential to future prosperity. It is a particular consideration for knowledge-based industries who rely on high upload and download speeds.
- 27.2 Super-fast broadband is considered commercially viable in two-thirds of the country, the other third is generally characterised by more remote, rural areas. Barring changes in technology, these rural areas are unlikely to become commercially viable in the near future. The government believes that wherever possible the market should lead the way.
- 27.3 North Hertfordshire is a predominantly rural district. Therefore, a large proportion of the area is not well served by broadband infrastructure and is not likely to be in the near future. Most areas can receive some form of internet coverage, but there are large areas which are below the 2MB limit which had been identified by the previous Labour Government as a minimum acceptable download speed in Digital Britain⁸⁴ for the whole of the UK by 2012.

Existing Provision

- 27.4 The map below identifies coverage for Next Generation Access (NGA) for the whole of Hertfordshire:
- White areas with no NGA availability
 - Black areas with two or more NGA networks
 - Grey areas with a single NGA network

⁸⁴ Digital Britain, Available from:
http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/what_we_do/broadcasting/6216.aspx

Figure 4: Broadband coverage map



Source: Hertfordshire County Council

- 27.5 It is quite clear that there are large areas of the county and in particular North Hertfordshire that have no NGA coverage. The map shows that Letchworth, Hitchin, Baldock and Royston are covered by two or more NGA networks. The periphery of the towns are also served by at least one NGA network. However, the rural areas, particularly to the east and south-west of the district are not covered by any NGA network.
- 27.6 Parish Councils were asked about their views on the quality of broadband in their area. The responses are contained within Appendix E. There would appear to be some correlation between the responses received and the black, grey and white maps produced by the industry to show "not spots".
- 27.7 Most of the broadband infrastructure in the rural areas is supplied by copper-wires. Installation of this infrastructure dates back to the 1930's for general telephone usage and so the only provider is BT. Some of the more recent upgrades to

the rural area have also used aluminium, which is malleable and unfortunately further inhibits download speeds. As a general rule the further away from the telephone exchange you travel the less your download speed will be. The upper limit download speed in many rural locations with a telephone exchange is only 8MB, rather than the 24MB/50MB achievable using fibre to the cabinet. The villages of Whitwell, Barkway and Ashwell each have a telephone exchange, where coverage is generally acceptable. These serve large rural areas via miles of copper / aluminium cable, meaning that actual download speeds to the smaller, more remote settlements are often below 1MB.

27.8 Today the installation of fibre-optic technologies allow download speeds to remain high and prevents loss of download speed. However often the final connection from a distribution box to residences remains copper cable meaning that download speed is still lost. To really prevent loss of speed, fibre optic from exchange to the home is needed.

27.9 The table below shows the current available download speeds:

Table 42: Current available download speeds

Location	Current Download speeds (at the exchange)	Types of Broadband	Comments
Hitchin	8MB	Standard	Super-fast broadband has recently been rolled out and is only available in parts of town. Not industrial areas (except by a private leased line)
	24MB (est 15Mb)	High Speed	
	Up to 50MB	Cable	
Letchworth	8MB	Standard	Super-fast broadband has recently been rolled out and is only available in parts of town. Not industrial areas (except by a private leased line)
	25MB (est 15Mb)	High Speed	
	Up to 50MB	Cable	
Baldock	8MB	Standard	
	Up to 20MB	Cable	
Royston	8MB	Standard	Super-fast broadband has recently been rolled out and is only available in parts of town/ Not industrial areas (except by a private leased line)
	24MB	High Speed	
	Up to 50MB	Cable	
Rural Area	Varies dependent on location. Up to 8 Mb.	Standard to poor.	Standard coverage in areas where there is a telephone exchange(Whitwell, Barkway and Ashwell). Elsewhere generally poor coverage.

- 27.10 A Local Broadband Plan is currently being prepared at county level. This will identify the worst 10% of coverage in the county and is likely to form priority areas for upgrades and funding opportunities.

Infrastructure Requirements

- 27.11 The provision of NGA broadband and telecommunications needs to be considered at the outset of any development to keep costs down. It is substantially cheaper to lay cables where there are no existing paths etc, than fitting retrospectively which may involve digging up existing tarmac. This will be particularly important when considering the strategic sites, where NGA will be a requirement.
- 27.12 Future developments within the towns and villages will need to have regard to what plans the broadband providers have for updating to NGA. Further discussions will need to take place to establish what these future plans and programmes are likely to be. The Local Broadband Plan referred to in paragraph 27.10 above is likely to play a role in this.
- 27.13 A coordinated approach to infrastructure provision will also provide opportunities for “piggybacking” onto other infrastructure requirements. Using new and existing water pipes, electricity cables etc provides cost saving opportunities to roll out services.
- 27.14 In areas where improvements are commercially viable they are likely to be market driven. For many of the rural areas where there is poor coverage, development potential is also limited which further restricts the market’s willingness to invest. To facilitate the delivery of NGA in areas the market operators have no plans to invest, opportunities for funding need to be explored, such as state aid and European funding.
- 27.15 In the rural areas technologies such as Wi-Fi and satellite broadband may be needed to enable provision to the remotest areas. Whether this is required in North Hertfordshire is still to be determined. These technologies are flexible but are sometimes expensive.
- 27.16 Developers will be responsible for ensuring that their developments can accommodate NGA for broadband telecommunication.

Costs

- 27.17 The costs are likely to be between the developer and the broadband infrastructure provider for new developments.
- 27.18 In many of the rural areas where no development is planned, further funding opportunities are being considered by the Local Broadband Plan as outlined above. This will be included in any subsequent reviews of this IDP once more detail is known.

28. Delivery of Infrastructure

- 28.1 The Infrastructure Delivery Schedule below identifies the mechanisms by which infrastructure will be delivered, the main delivery bodies and potential costs.
- 28.2 It is expected that the major developments will deliver on-site infrastructure and these will be negotiated through planning obligations. These items are likely to be primary schools, green infrastructure such as sports pitches, allotments and play areas, together with new community facilities such as health centres, children's centres and community centre within the strategic sites and possibly some of the larger non-strategic sites. Other infrastructure, which is likely to arise as a result of the cumulative impact of a number of developments, is more likely to be off-site and will be funded in part by the CIL and in part by other means. This will be pooled together and delivered by the relevant body.
- 28.3 There is an array of potential funding sources. The Council, Hertfordshire County Council and other service providers will need to tap into these as CIL will only be a small proportion of the total costs for infrastructure.

Costs of Infrastructure and Index Linking

- 28.4 The costs of infrastructure have been identified in each section and the Infrastructure Delivery Schedule below. These are index linked to keep them in line with inflation and up-to-date with costs at the time of delivery. Most costs referred to relating to construction need to be index linked from the first Quarter of 2012, using the Public Sector Index (PUBSEC) for community facilities and the Retail Price Index (RPI) for green infrastructure and the public realm. Schools and nursery provision should be taken from PUBSEC, July 2011. Transport costs relate to the price adjustment formula for construction contract in the monthly bulletin of indices published by HMSO, as collated into a single index in accordance with SPONS All Engineering Works Constructed Civil Engineering Cost Index.
- 28.5 It is important to note that these costs are estimates only and could change as more detail is known. In addition, they do not cover the cost of land (which in some cases could be substantial) or abnormal costs.

Funding the Delivery of Infrastructure

- 28.6 This IDP has been prepared at a time of significant funding restraint, particularly following the austerity measures brought in by the Government. Many service providers have been unable to be certain about what funding can be obtained over such a long time period and some have unrealistic expectations of what may be collected through the CIL. In addition, the amount that developers can contribute has reduced due to the economic downturn. It is unlikely that all the infrastructure identified in this IDP will be delivered, due to these funding issues.
- 28.7 The Council and service providers will have to work within these restraints and deliver what they can. The IDP provides a sound basis for working towards implementing schemes and providing evidence for potential forms of funding. In addition to CIL and other forms of funding identified in each section, recent Government initiatives where funding could be made available are outlined below:
- Local Sustainable Transport Fund - to spend on projects to enable economic growth and carbon reduction through sustainable travel;
 - Growing Places Fund - a £500m fund announced to act as an enabling fund to generate economic activity by addressing immediate infrastructure and site constraints and promote the delivery of jobs and housing; and
 - New Homes Bonus - the Government provides additional funding to local authorities by match funding the additional council tax raised by new properties and empty homes brought back into use, with an additional amount for affordable homes, for 6 years.

The Need for a Delivery Mechanism

- 28.8 Ongoing dialogue between the Council and service providers will be crucial in carefully balancing the amount of money that will be available and prioritising the delivery of infrastructure in the right places and at the right time. There are likely to be conflicting views as to what infrastructure is most needed. There will also be opportunities for the co-location of facilities. Therefore, setting up formal arrangements with strong mechanisms to make this happen in a co-ordinated manner will be important.
- 28.9 Obtaining funding from a number of different sources is likely to be more successful with a co-ordinated approach to delivery, where potential projects can be agreed.

28.10 This IDP has not sought to identify those items of infrastructure that might be considered to be more important than others. However, the Infrastructure Delivery Schedule below has identified those items that would be necessary to ensure development goes ahead. These are marked *. This is not to say that the Council should not seek to deliver the other items, as these are considered important for ensuring that development is built in a sustainable way, with the facilities future residents may need for health and wellbeing.

Phasing of Infrastructure

28.11 Where known, potential phasing has been indicated. However, this will be highly dependent on what development schemes actually come forward and when. Actual phasing will be built into the delivery mechanism chosen by the Council and the service providers.

Infrastructure Delivery Schedule

28.12 This list is not exhaustive or definitive as there will be some unforeseen projects not identified in the table. These will be pursued if necessary. There may also be opportunities for co-location of facilities where appropriate. In addition, whilst the principle for particular infrastructure has been established in this table, it is not possible to be absolutely certain on the detail and costs of projects, as they are reliant on the layout, phasing and detail of development. This may alter some of the requirements. The Council will put in place formal arrangements for ensuring key infrastructure is delivered by the relevant bodies which will take into account more details when they are known. All potential funding mechanisms will be explored in addition to developer funding through planning obligations and/or CIL.

Table 43: Infrastructure Delivery Schedule

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Hitchin					
Primary Schools*	Up to 1.9 FE. The feasibility of expanding an existing school is currently being considered.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£4.4 to £7.5 million	Hertfordshire County Council (HCC).	1FE by 2013/14 and the remainder after.
Secondary Schools*	Up to 2.5 FE. There is expansion potential at the Priory School. Feasibility work is being carried out regarding the expansion potential of other schools.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£4.6 to £7.8 million	HCC	1.4 FE by 2016 2.4 FE by 2019 and the remainder after.
Nursery*	Additional places.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£0.9 to £1.5 million	HCC	Not yet known
Indoor sports	Upgrade to Hitchin Swimming Centre.	NHDC Sports Facilities Strategy, 2010. Capital funding.	£660,000	NHDC	2011-2016

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Hitchin (cont.)					
Youth provision	Relocation of Bancroft Youth facility and improvements within the rural areas.	CIL and other forms of funding. We will work with the County Council regarding delivery.	£111,000	HCC/Youth Connexions	2011-2016
Library	Hitchin library - ground floor extension to increase the size of the children's library and accommodate additional stock.	CIL and other forms of funding. We will work with the County Council regarding delivery.	£190,000	HCC	Not yet known
Public Realm	Railway Station – Improve pedestrian signage and lighting links to station.	Hitchin Town Centre Strategy (2004) Urban Transport Plan, CIL and other forms of funding. We will work with the County Council regarding delivery.	£300,000	NHDC/HCC and partners	2011 to 2016
	Hermitage Road to New Museum/Town Hall – Enhancement of pedestrian links.	NH Hitchin Town Centre Strategy (2004) Urban Transport Plan, CIL and other forms of funding. We will work with the County Council regarding delivery.	£2 million	NHDC/HCC and partners	Within the plan period.
Green Infrastructure	Greenway for Hitchin.	Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. CIL and other forms of funding. The development of an Action Plan.	£2 to £5 million	NHDC, Countryside Management Service (CMS).	Phases over the plan period.
	New and/or enhancements to existing allotments.	Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. CIL and other forms of funding. The Allotments Action Plan 2010 to 2014, NHDC.	£103,000	NHDC	Over the plan period. To be determined by the current and revised action plan.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Hitchin (cont.)					
	New and/or enhancements to existing outdoor sports pitches.	Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. CIL and other forms of funding. The Outdoor Sports Facilities Action Plan 2010 to 2014, NHDC.	£440,000	NHDC	Over the plan period. To be determined by the current and revised action plan.
Strategic Transport* ⁸⁵	Schemes H1 to H10 as outlined in Section 22: Transport. This includes improvements to the junctions leading to the A1(M) at Stevenage.	This will involve a number of bodies working together to deliver schemes that are priorities. Urban Transport Plan, CIL and other forms of funding.	£93 million, of which £42 million attributed to development growth within North Herts.	Highways Authority HCC/NHDC/SB C/ HA	Detailed timing to be agreed. Many projects will need to be by 2021.
Waste	Hitchin Household Waste Recycling Centre. A new recycling centre to serve the current deficiency in Hitchin	Hertfordshire County Council Waste Core Strategy and Development Policies, 2012.	No costs to date.	HCC	To be agreed with HCC.
Electricity*	Reinforcement of North Hitchin primary electricity sub-station and network reinforcement in relation to the employment site at Cadwell Lane.	Part funded by the developer and part funded by UK Power Networks.	£3 million +	UK Power Networks.	Linked to the phasing of the potential employment area, expected 2021 to 2031.

⁸⁵ Only some of these transport schemes can be brought forward, not all are essential to the delivery of growth on their own as they also attributed to existing problems. The need for these schemes will need to be prioritised.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Letchworth					
Primary Schools*	Up to 2.1 FE. Increase the capacity of existing schools.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£4.1 to £8.6 million	HCC	Temporary and permanent provision 2011 to 2016.
Secondary Schools*	Up to 2.1 FE. Sufficient capacity in the short term at Highfield and Fearnhill. There will be a deficiency of year 7 places by 2020/21.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£1.6 million after existing capacity has been accounted for.	HCC	By 2020/21
Nursery Places*	Additional places required.	CIL and government funding. We will work with the County Council to ensure this is delivered.	£1 to £1.7 million.	HCC	Not yet known
Indoor Sports	Significant investment to either rebuild or refurbish North Hertfordshire Leisure Centre for the benefit of Letchworth, Hitchin, Baldock and surrounding rural areas.	CIL and other forms of funding. NHDC and/or other partners. The Sports Facilities Strategy Action Plan.	£5 to £10 million	NHDC	2016 to 2020
Youth	Enlargement of existing facilities.	CIL and other forms of funding. HCC.	£97,000	HCC and Youth Connexions.	Not yet known.
Library	Improvements to shelving and additional stock.	CIL and other forms of funding. HCC.	£219,000	HCC	Not yet known.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Letchworth (cont.)					
Health*	Expansion to one of the General Practice Surgeries.	CIL, government and other forms of funding. We will work with the appropriate service provider to determine which surgery this should be.	£380,000	PCT - NHS Hertfordshire/ North Herts Clinical Commissioning Groups.	Not yet known.
Electricity*	Reinforcement of the 11kV electricity distribution network to Serve North Letchworth and Baldock.	Part funded by the developer and part funded by UK Power Networks.	Not yet known.	UK Power Networks.	2016 to 2021
Green Infrastructure	New and/or enhanced existing allotments.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Allotments Action Plan 2010 to 2014, NHDC.	£118,000	NHDC	Over the plan period. To be determined by the current and revised action plan.
	New and/or enhanced sports pitches. This could be alongside the redevelopment of the North Herts Leisure Centres.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Outdoor Sports Action Plan 2010 to 2014, NHDC.	£440,000	NHDC and other partners.	Over the plan period. To be determined by the current and revised action plan.
Baldock					
Secondary Schools*	Up to 2.4 FE. Rebuild/expand on the current Knights Templar Secondary School site or relocate the school elsewhere.	CIL and other forms of funding. We will work with the County Council to ensure this is delivered.	£4.6 to £7.8 million	HCC, but this provision needs to be seen in the light of Academy School status of Knights Templar.	2011 to 2016

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Baldock (cont.)					
Primary Schools*	Up to 2.3 FE. One to two additional primary schools required.	S106 and other forms of funding. We will work with the County Council to ensure this is delivered. This is likely to be included in a Masterplan for growth in Baldock.	£5.5 to £9.4 million	HCC	2016 to 2021
Community Centre/Youth provision	New or enhanced multi-use community centre/hall facility that will also appropriate distance standards from a majority of the new development.	CIL and other forms of funding. NHDC Community Halls Strategy, 2011.	£94,000 youth. Community centre element not yet known.	NHDC along with other partners such as Herts Constabulary.	2016 to 2021
Library	Additional library IT facilities and stock.	CIL and other forms of funding.	£239,000	HCC	2016 to 2021
Police	Safer Neighbourhood Policing Team Base.	Funded by Herts Constabulary.	£150,000	Herts Constabulary	2011 to 2016
Health*	Expansion to one of the General Practice Surgeries.	CIL, government and other forms of funding. We will work with the appropriate service provider to determine which surgery this should be.	£81,000	PCT - NHS Hertfordshire/ North Herts Clinical Commissioning Groups.	Not yet known.
Electricity*	Reinforcement of the 11kV electricity distribution network. (See reference in Letchworth above)	Part funded by the developer and part funded by UK Power Networks.	Not yet known.	UK Power Networks.	2016 to 2021
	New primary electricity substation at the Letchworth Grid.	Part funded by the developer and part funded by UK Power Networks.	£8 million	UK Power Networks.	2016 to 2021
Gas	*Reinforcement of gas pressure distribution network.	Part funded by the developer and part funded by the National Grid.	Not yet known.	National Grid	2016 to 2021

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Baldock (cont.)					
Green Infrastructure	Greenway for Baldock	Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. Developer funding and other forms of funding. The development of an Action Plan. Part of this to be delivered as part of the masterplan for development in Baldock.	£2 to £5 million	NHDC/CMS/HC C	2016 to 2031
	New allotments.	S106 and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Allotments Action Plan 2010 to 2014, NHDC. To be delivered as part of the masterplan for development in Baldock.	£130,000	NHDC	2016 to 2031
	New sports pitches.	S106 and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Outdoor Sports Action Plan 2010 to 2014, NHDC. To be delivered as part of the masterplan for development in Baldock.	£440,000	NHDC and other partners.	2016 to 2031

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Baldock (cont.)					
Transport*	Works associated with the possible strategic employment site at Royston Road.	Further UTP/modelling work will determine appropriate measures. We will work with HCC to identify these. Funded by the developer.	Not yet known.	The Highways Authority at HCC.	In accordance with the development of the possible employment site. Expected 2011-2016
Royston					
Nursery Places*	Additional places.	CIL and other forms of funding.	£1 to 1.6 million	HCC	Not yet known.
Community Centre and public space	Redevelopment of the Town Hall/Civic Centre Site to provide a cinema, some community hall facilities and public realm.	Part funded by developer/Royston Town Council & The Business Improvement District. Royston Town Centre Strategy SPD, 2008, Preparation of a Civic Centre Development Brief.	£0.6 million.	Royston Town Council for the Town Hall. NHDC for the Civic Centre Site.	Underway in part.
Youth	Improve existing youth provision.	Funded by CIL and other forms of funding. NHDC will work with Youth Connexions.	£76,000	Youth Connexions at HCC	Not yet known
Library	Refurbishment of the library to accommodate additional stock, floorspace and IT facilities.	CIL and other forms of funding.	£187,000	HCCs	Not yet known
Health*	Extension of an existing surgery.	CIL and other forms of funding.	£324,000	NHS Hertfordshire and Local Commissioning Groups.	Not yet known

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Royston (cont.)					
Sewage Treatment Works*	Upgrades to sewage treatment works.	Part developer funded and partly water companies. Further discussion required with the water companies and the Environment Agency to determine the details of how this will be achieved.	Not yet known.	Anglian Water	2011 to 2016
Public Realm	Royston Cross – Enhancements including a pedestrian crossing and links to the railway station.	NHDC and other partners. Royston Cross Planning Brief.	£1 million	NHDC	2011 to 2016
	Market Hill – Improvements, including pedestrian links to Warren Car Park and bus stops.	NHDC and other partners.	£700,000	NHDC	Within the plan period.
Green Infrastructure	Greenway for Royston	Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. Developer funding and other forms of funding. The development of an Action Plan.	£2 to £5 million	NHDC/CMS	Within the plan period.
	New and/or enhanced existing allotments.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Allotments Action Plan 2010 to 2014, NHDC.	£103,000	NHDC	Over the plan period. To be determined by the current and revised action plan.
	New and/or enhanced sports pitches.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Outdoor Sports Action Plan 2010 to 2014, NHDC.	£330,000	NHDC and other partners.	Over the plan period. To be determined by the current and revised action plan.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Royston (cont.)					
Electricity*	Reinforcement of the 11kV electricity. Significant industrial loads of more than 3 MVA will require more extensive reinforcement including running a new 33kV line and a new primary substation.	Part funded by the developer and part funded by UK Power Networks.	£8 million +	UK Power Networks.	In accordance with the phasing of the possible employment development.
Transport*	Widening of Old North Road. In addition, further modelling work to determine impacts and appropriate mitigation in relation to the nearby junctions at Old North Road.	Funded by the developer. Further discussions will take place with HCC to determine when further modelling work should take place.	£90,000 for road widening. The rest of the mitigation measures costs are not yet known.	Highways Authority at HCC.	In accordance with the phasing of the possible employment development, expected 2016 to 2021.
Rural					
Primary Schools*	Codicote – Additional school places up to 0.11 FE. Knebworth – Additional school places up to 0.02 FE. Offley – Additional school places up to 0.14 FE.	CIL and other forms of funding. We will work with the County Council to ensure this is delivered. Further work is required to determine the ability of the primary schools to cope with additional dwellings.	£0.63 to £1.07 million.	HCC	Codicote -2021 to 2026 Offley – 2016 to 2021
Secondary Schools,* youth and play	Accommodating growth within the rural areas has been taken into account in the requirements for the main towns above.	N/A	N/A	N/A	N/A
Nursery*	Villages south of Hitchin, Oughton and Villages, Codicote and Kimpton - Additional places.	CIL and other forms of funding. We will work with the County Council to ensure this is delivered.	£285,000 to £490,000	HCC	Not known.
Library	Additional stock for the mobile libraries.	CIL and other forms of funding.	£98,000	HCC	Not known.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Rural (cont.)					
Green Infrastructure	New and/or enhanced existing allotments.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Allotments Action Plan 2010 to 2014, NHDC.	£105,000	NHDC	Over the plan period. To be determined by the current and revised action plan.
	New and/or enhanced sports pitches.	CIL and other forms of funding. Green Infrastructure Plan, August 2009. Green Space Management Strategy, 2009. The Outdoor Sports Action Plan 2010 to 2014, NHDC.	£120,000	NHDC and other partners.	Over the plan period. To be determined by the current and revised action plan.
Broadband Tele-communication	Improvements to services.	Government funding.	Not known	Broadband providers	Within the plan period.
Transport	The HCC Rural Transport Strategy Review will take into account areas where there is likely to be development to inform potential schemes. The Interim Statement before the review refers to the following priorities: (i) Traffic and Environmental Schemes (ii) Delivery of Right of Way Improvement Plans (iii) Improvements to the Quality of Rural Passenger Transport (iv) Improve Rural Accessibility	HCC Rural Transport Strategy Review.	Not known. Refer to District Wide Sustainable Transport Measures for more information.	Hertfordshire Highways, HCC	Within the plan period.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
District Wide					
Public Realm	Enhancement and improvement to town and neighbourhood areas within the district.	Part developer funded through CIL and other forms of funding.	£4.5 million	NHDC and partners.	Throughout the plan period.
Green Infrastructure	Provision, enhancement and improvement of green infrastructure (including, but not limited to outdoor play, sports pitches, nature reserves, allotments, environmental enhancements and mitigation).	Part developer funded through CIL and s106. Green Infrastructure Strategy, 2009 Green Space Standards 2009 Green Space Management Strategy, 2009 and its resultant Action Plans.	Not known.	NHDC/CMS and other partners.	Throughout the plan period and linked to the phasing of specific developments.
Adult care services	Flexicare and Extra Care schemes.	S106 and other forms of funding.	Not known.	HCC	Throughout the plan period. Linked to the phasing of specific schemes.
Community facilities	Enhancement and improvement of community and sports facilities (including, but not limited to children's centres, extended schools, community halls, youth provision and pavilions).	CIL and other forms of funding. Community Halls Strategy, 2011 Outdoor Sports Facilities Action Plan, 2009 Sports Facilities Strategy 2010.	£3 million +	NHDC/HCC	Throughout the plan period.
Play Provision	One additional play ranger and community play team.	CIL and other forms of funding. NHDC	£178,000	NHDC	2016 to 2021
Household waste and recycling	An additional round for household waste collection.	CIL and other forms of funding. NHDC	£1.5 million (£0.9 million relates to possible strategic sites)	NHDC	2015/16
	Householder recycling facilities.	S106 and other forms of funding.	£400,000	NHDC	On going as and when dwellings are built.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
<i>District wide (cont.)</i>					
	Strategic Local Authority Waste Collection Facility	Dependent upon the outcome of HCC's area of search.	Not known	HCC	Not known
Health	Intermediate and Community Care	CIL and other forms of funding.	£1.6 to £1.8 million	NHS Hertfordshire and Local Commissioning Groups.	Over the plan period.
	Mental Health provision	CIL and other forms of funding.	£2.6 million	NHS Hertfordshire and Local Commissioning Groups.	Over the plan period.
	Secondary and Acute Care – Hospitals	Delivering Quality Healthcare for Hertfordshire, NHS 2007. A comprehensive redesign of services that will take into account growth not only in North Herts, but other areas that the facilities serve. Some of these upgrades have already taken place.	This is part of a wider scheme for change. Much of these costs will be funded by central government and other forms of funding.	NHS	On going.
Surface Water	Sustainable Urban Drainage (SUDs)	Delivered on-site as part of developments. Developer funded as part of the build.	Not known	Developer	On accordance with phasing of development.
Water Supply	Water efficiency measures	Delivered on-site as part of developments. Developer funded as part of the build.	Not known	Developer	On accordance with phasing of development.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
<i>District-wide (cont.)</i>					
Strategic transport	Sustainable transport measures to minimise the impact of growth. To include the provision and enhancement of pedestrian and cycle links and public transport.	CIL and other forms of funding. Detailed cycle schemes are identified in the North Herts Town Cycle Routes Network (Dec 2000) Urban Transport Plans	£4 million	NHDC/ Highways Authority	On going.
<i>Strategic sites (See Section 29 for more detail in relation to possible locations).</i>					
Primary Schools*	Up to 12.4 FE. One to two new primary schools.	Delivered on-site as part of the masterplans for the larger strategic developments. S106 and other forms of funding. Some of the smaller strategic sites may require off-site provision where the CIL would apply.	£29.2 to £49.7 million	HCC/Developer	To be agreed as part of the phasing for the masterplans.
Secondary Schools*	Up to 12.4 FE. The exact FE, number and location of schools will depend on the size and location of strategic sites. A majority of the strategic sites would not be big enough in themselves to need a new school, but would have a significant impact on nearby schools.	CIL, s106 and other forms of funding.	£23.1 to £39.3 million	HCC	To be agreed as part of the phasing for the masterplans.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Strategic sites (cont.)					
Nursery*	Up to 521 additional places to be provided as part of the primary school(s).	On-site provision will be delivered on-site as part of the masterplan. S106 and other forms of funding. For the smaller strategic sites this would be through CIL or other forms of funding.	£5.9 to £10.1 million	HCC/Developer	To be agreed as part of the phasing for the masterplans.
Children's Centres	New children's centres which could be co-located with another community facility.	Delivered on-site as part of the masterplan. S106 and other forms of funding.	£1 million	HCC/Developer	To be agreed as part of the phasing for the masterplans.
Community Centres	New community centres and youth provision.	Delivered on-site as part of the masterplan. S106 and other forms of funding.	£3.1 million community centres. £618,000 youth.	NHDC/HCC/Developer	To be agreed as part of the phasing for the masterplans.
Indoor sports	Sports hall facilities.	To be looked at in more detail. Sports Facilities Strategy, 2010.	Not known	NHDC/SBC	To be agreed as part of the phasing for the masterplans.
Adult care services	Adult care services	To be delivered as part of the affordable housing provision. Further discussions with HCC to determine the detailed requirements.		HCC	To be agreed as part of the phasing for the masterplans.
Police	A new Safer Neighbourhood Policing Team bases.	Delivered on-site as part of the masterplans. S106 and other forms of funding.	£300,000	Herts Constabulary	To be agreed as part of the phasing for the masterplans.
Health*	New Health Centres.	Delivered on-site as part of the masterplans. S106 and other forms of funding.	£3 million	NHS Hertfordshire	To be agreed as part of the phasing for the masterplans.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Strategic sites (cont.)					
Library	Library services to accommodate additional stock, floorspace and IT facilities. Redevelopment/enhancement of Stevenage Library if strategic sites are located around Stevenage.	CIL and other forms of funding.	£1,265,000	HCC	Not known
Transport**	New public transport services.	Delivery by the developer or developer funded.	Not known	HCC Highway Authority/ Developer	To be agreed as part of the phasing for the masterplans.
	Improvements to the existing network. In addition, see Hitchin H1 to H10 for off-site.	CIL, developer and other forms of funding.	See Hitchin above. There is currently no division between strategic sites and elsewhere as the location of strategic sites is currently undecided.	HCC Highway Authority/ Developer	To be agreed as part of the phasing for immediately adjacent or on site. Other works associated with H1 to H10 schemes, see Hitchin above.
	Sustainable transport, including new and improved links to existing public rights of way and cycle networks.	Delivered on-site as part of the masterplan.	Not known	Highways Authority/HCC/ Developer	To be agreed as part of the phasing for the masterplans.
	On-site transport	Delivered on-site as part of the masterplans.	Not known	Highways Authority/HCC/ Developer	To be agreed as part of the phasing for the masterplans.
Household waste and recycling	Householder recycling facilities.	S106 and other forms of funding.	£546,000	NHDC	To be collected at each phase of development.

Area / type of infrastructure * = essential	Project	How will it be delivered?	Potential Cost (index linked)	Main Delivery Body	Timing
Strategic sites (cont.)					
	On-site household waste/recycling facility.	Householder recycling facilities. To be delivered as part of the masterplans.	Not known	HCC/developer	To be agreed as part of the phasing for the masterplans.
Sewage Treatment Works*	Capacity improvements to either Ryemeads Sewage Treatments Works, Ashbrook or Hitchin.	Further discussions with the water companies and the Environment Agencies required. Partly developer funded and partly funded by the water companies.	Not known	Water companies/ Environment Agency	To be agreed as part of the phasing for the masterplans.
Electricity*	Increase capacity at the Wymondley Grid that serves Hitchin and Stevenage is currently in progress. Comments are yet to be received from UK Power Networks in relation to the possible strategic sites.	Part funded by the developer and part funded by UK Power Networks.	Not known.	UK Power Networks.	In accordance with the phasing of development.
Gas	Extensive reinforcements may be required if there are strategic sites North or North East Stevenage.	Part funded by the developer and part funded by National Grid.	Not known.	National Grid	In accordance with the phasing of development.

29. Strategic Sites

- 29.1 There are seven strategic sites for over 1,000 dwellings which have been promoted to the council by developers and landowners, which are subject to further consultation. They are:
- South West of Hitchin;
 - North of Letchworth;
 - East of Luton;
 - Rush Green;
 - North of Stevenage;
 - North East of Stevenage; and
 - West of Stevenage.
- 29.2 In total these strategic sites add up to more than the possible gap of 6,200 dwellings needed to make a potential total of 10,700 dwellings. Therefore, not all of these sites will be chosen. This IDP has considered the possible overall figure to be delivered from strategic sites of 6,200 dwellings, in general terms under each section. Further details in relation to individual sites are contained in table 36 below.
- 29.3 This is only an initial assessment and will need further in depth discussions with service providers. What will actually be delivered will very much depend on sites specifics and the location of developments. In addition, sites on the edge of Stevenage and Luton will need to be discussed in detail with the adjoining authorities should these be pursued further.
- 29.4 The transport measures listed here are based on the Aecom study. In November and December 2012, Aecom consultants undertook a study on behalf of North Herts to look at the highway network in Hitchin and Stevenage over the plan period to 2031, which looked at a range of different options for potential growth to 10,700. A number of transport problem areas were identified, as set out in Table 30 of this IDP. By 2021 most of the problem locations identified are likely to occur even without growth associated with development. Therefore, not all requirements can be attributed to a particular scheme alone requiring transport intervention by itself (with the exception of the Stevenage Road/Chantry Lane junction associated with development west of the A1(M) at Stevenage). The Aecom assessments identifies that each development has some impact towards a number of problem locations, albeit no one specific development drives the requirement for the improvements alone. Further discussions will need to take place with the Highways Agency and Highway Authority in relation to which mitigation measures may be critical to delivery of particular developments.

Table 44: Initial infrastructure estimates in relation to possible strategic sites

Area	Schools (Including nursery provision)	Community Halls, Indoor Sport, Youth, Childcare, Play and Libraries	Emergency Services, Health & Special Needs	Public Realm/Transport	Waste and Utilities	Water and Sewerage	Green Infrastructure	Other
General comments	Temporary provision will need to be considered in relation to the timing of any newly built schools and existing facilities.	Opportunities for co-location of facilities in columns 2 to 4. All large sites to have a temporary community facility as an information source, meeting place and to provide services for new residents.	All new development to have fire hydrants.	All large scale development will require – New and links to existing Public rights of way. Road access and road infrastructure on-site. Off-site highway improvements. Sustainable transport measures will be critical to reducing impacts on the highway network, including public transport.	Extension of new district wide household waste management round relevant to all new sites. Renewable energy and low carbon technologies for all sites.	Sustainable Urban Drainage (SUDs) for all schemes. EA recommend water efficiency measures to limit the use of water for all new build schemes.	Including, but not limited to outdoor play, sports pitches, allotments, environmental enhancements and mitigation.	
South West Hitchin (up to 8,000 dwellings)	Up to 9.4 FE to 16FE. 6 new primary schools. 2 new secondary schools. Nursery provision for 395 to 672 children.	4 new community centres with youth provision. 2 Children’s centres. Sports Hall provision and pavilions associated with new sports pitches. Improvements to Hitchin library and consideration of mobile service. Play provision alongside the requirements for the district as a whole. Place of worship. Site for a private day nursery.	Safer neighbourhood policing team base(s). Health Centre - There is some capacity at existing surgeries within Hitchin. However, this will not be enough to cover all the growth and may not be in a good location for future residents. It is likely that a further health centre will be required. Special needs/Adult Care. Fire station capacity needs assessing.	CCTV to cover vulnerable areas. Two or three new local centres to cover small scale retail/services relating to local need. Initial assessments indicate significant off-site transport infrastructure to address issues in relation to a number of developments (including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. A new south west bypass as part of this scheme would substantially reduce the amount of off-site mitigation measures required from 14 schemes to 5. Highway discussions ongoing.	Recycling facilities. Possible electricity substations – Awaiting a response from UK Power Networks. No capacity issues in relation to gas.	The capacity of Hitchin Sewage Treatment works depends on which growth options come forward, due to the combined impacts of schemes. Further discussion is required with the EA and Water Companies.	On-site provision. Quantum to-be-agreed.	Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.
North Letchworth (1,000 dwellings)	1.2 to 2FE, 1 new primary. Increase capacity of secondary schools in Letchworth. Nursery provision for 50 to 84 children.	A new community centre. Upgrades to existing youth provision within Letchworth and/or within the new community centre. Upgrades to the existing library within Letchworth and/or	Either expansion of an existing surgery in Letchworth or a new surgery on-site. Fire/Police not yet known. Special needs/Adult Care.	CCTV to cover vulnerable areas. New local centre with small scale retail/services to cover local need. Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments (including this one). Mitigation measures, include schemes in	On- site recycling facilities. Gas – Not yet known Electricity – Possible substation. Awaiting comments from UK Power	The are currently no capacity issues at Letchworth Sewage Treatments Works. However, awaiting a response from the EA relating to this site.	On-site provision. Quantum to-be-agreed.	Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.

Area	Schools (Including nursery provision)	Community Halls, Indoor Sport, Youth, Childcare, Play and Libraries	Emergency Services, Health & Special Needs	Public Realm/Transport	Waste and Utilities	Water and Sewerage	Green Infrastructure	Other
		<p>mobile library service.</p> <p>Pavilion associated with sports pitches. Sports provision to be discussed further.</p> <p>Expansion/upgrades to existing nearby Children's Centre. Play provision alongside provision for the district as a whole.</p>		Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. Further highway discussions ongoing.	Networks and National Grid.			
East of Luton (1,000 to 1,400 dwellings)	<p>1.2 to 2FE, 1 new primary. Increase capacity of secondary schools in Luton.</p> <p>Nursery provision for 50 to 84 children.</p>	<p>A new community centre.</p> <p>Upgrades to existing youth provision within Luton and/or within the new community centre.</p> <p>Upgrades to the existing library within Luton and/or mobile library service.</p> <p>Pavilion associated with sports pitches. Sports provision to be discussed further.</p> <p>Expansion/upgrades to existing nearby Children's Centre.</p> <p>Play provision alongside provision for the district as a whole.</p>	<p>Whitwell Surgery has capacity and space to expand if required. However, further discussions need to take place in relation to the Luton Surgeries. Fire/Police not yet known. Special needs/Adult Care.</p>	<p>CCTV to cover vulnerable areas. New local centre with small scale retail/services to cover local need.</p> <p>Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments (including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. The Highways Agency have also raised issues in relation to Junction 10 of the M1. Further highway discussions ongoing.</p>	<p>On- site recycling facilities.</p> <p>Gas – Existing capacity available. Electricity – Possible substations, awaiting response from UK Power Networks.</p>	<p>The site would be served by Luton East Hyde Sewage Treatment Works. Capacity for sewerage infrastructure is not clear - Further discussion required with the Environment Agency and Water Companies.</p>	<p>On-site provision. Quantum to-be-agreed.</p>	<p>Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.</p>
Rush Green (1,000 dwellings)	<p>1.2 to 2FE, 1 new primary school. Capacity within the schools in Stevenage and Hitchin are limited. Further discussions with the</p>	<p>A community centre with youth provision.</p> <p>Upgrades to the existing library within Hitchin and consideration of the mobile library service.</p>	<p>Further discussion with the police and fire service required.</p>	<p>CCTV to cover vulnerable areas. New local centre with small scale retail/services to cover local need.</p> <p>Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments</p>	<p>Recycling facilities.</p> <p>Possible capacity in relation to gas. Awaiting a response from National Grid. Possible</p>	<p>Further discussion with the EA and Water Companies required.</p>	<p>On-site provision. Quantum to-be-agreed.</p>	<p>Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.</p>

Area	Schools (Including nursery provision)	Community Halls, Indoor Sport, Youth, Childcare, Play and Libraries	Emergency Services, Health & Special Needs	Public Realm/Transport	Waste and Utilities	Water and Sewerage	Green Infrastructure	Other
	County Council required. Nursery provision for 50 to 84 children.	Sports provision to be discussed further. Expansion/upgrades to existing nearby Children's Centre. Play provision alongside the district provision as a whole.		(including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. Further highway discussions ongoing.	electricity substations. – Awaiting a response from UK Power Networks.			
North Stevenage (2150 dwellings, 600 in Stevenage and 1550 in North Herts) (could go up to 1,700 in North Herts)	2.5 to 4.3 FE. 1 new primary school and 1 reserved primary school. Secondary - Either increase capacity of an existing school or provision within the new school planned at Great Ashby. Nursery provision for 105 to 181 children.	Children's centre. New community centre. Upgrades to Bowes Lion House Youth Centre in Stevenage and youth provision within the new community centre. Pavilions associated with new sports pitches. Sports hall provision to be looked at in more detail. A new and enlarged library as part of shared services within Stevenage town centre library and consideration of the mobile service. Play provision alongside the requirements for the district as a whole.	Safer neighbourhood policing team base. Special needs/Adult Care. New Health Centre.	CCTV to cover vulnerable areas. New local centre to cover small scale retail/services relating to local need. Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments (including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. Further highway discussions ongoing.	Recycling facilities. Gas – Connection to a medium pressure gas pipeline at Corey's Mill Lane. Extensive upgrades and reinforcements required. Electricity – Substations, awaiting a response from UK Power Networks.	Capacity improvements to either Rye Meads Sewage Treatments Works, Ashbrook or Hitchin. Ongoing discussion required with the Environment Agency and Water Companies.	On-site provision. Quantum to-be-agreed. Forster/Chesfield Country Park. Cemetery Extension to northern Stevenage, depending on extent of development around Stevenage.	Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.
North East Stevenage (up to 5,700 dwellings)	6.7 to 11.4 FE which will be a minimum of 4 new schools. A new secondary school – Planned at Great Ashby. Nursery provision for 281 to 479 children.	2 children's centres. 2 new community centres with youth provision and upgrades to Bowes Lion House Youth Centre. Sports hall provision as part of the new secondary school. Pavilions associated with new sports pitches.	Safer neighbourhood policing team base(s). New Health Centre. Both are dependent on whether or not new facilities are provided on the north Stevenage site or elsewhere in the existing	CCTV to cover vulnerable areas. Two new local centres to cover small scale retail/services relating to local need. A new northern relief road. This would go through the North Stevenage Site. Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments	Recycling facilities. Upgrades/ extensive reinforcements to the gas network. Possible new electricity substations, awaiting a response from UK Power	Capacity improvement to either Rye Meads Sewage Treatments Works, Ashbrook or Hitchin. Further discussion required with the Environment Agency and	On-site provision. Quantum to-be-agreed.	Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.

Area	Schools (Including nursery provision)	Community Halls, Indoor Sport, Youth, Childcare, Play and Libraries	Emergency Services, Health & Special Needs	Public Realm/Transport	Waste and Utilities	Water and Sewerage	Green Infrastructure	Other
		<p>New and enlarged library as part of the shared services development within Stevenage town centre.</p> <p>Play Provision alongside the requirements for the district as a whole.</p> <p>Place of worship.</p> <p>Site for a private day nursery.</p>	<p>built up area of Stevenage.</p> <p>Special needs/Adult Care.</p>	<p>(including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). Section 22 and table 30 of this IDP outline these in more detail. Further highway discussions ongoing.</p>	<p>Networks.</p>	<p>Water Companies.</p>		
West of the A1(M) at Stevenage (5,000 dwellings and small employment areas, 1,900 in Stevenage and 3,100 in North Herts).	5.9 to 10 FE which will be a minimum of 4 primary schools and a new secondary school.	<p>2 to 3 community centres with youth provision.</p> <p>Pavilions associated with sports pitches. Sports hall and changing rooms.</p> <p>2 Children's Centres. Play provision alongside the requirements for a district as a whole.</p> <p>Improvements to New and enlarged library in central Stevenage as part of shared services within the town centre.</p> <p>Consideration of mobile service.</p> <p>Place of worship.</p> <p>Site for a private day nursery.</p>	<p>A new health centre.</p> <p>Special needs/Adult Care.</p> <p>Safer neighbourhood policing team base.</p> <p>Ambulance standby point.</p>	<p>CCTV to cover vulnerable areas. 2 to 3 new local centres with small scale retail/services to cover local need.</p> <p>Access under the A1(M) onto the site.</p> <p>Initial assessments indicate a requirement for significant off-site transport infrastructure to address issues in relation to a number of developments (including this one). Mitigation measures, include schemes in Hitchin and junctions 7 and 8 of the A1(M). The Stevenage Rd/ Chantry Lane junction has been highlighted as specific to this development. Section 22 and table 30 of this IDP outline these in more detail. Further highway discussions ongoing.</p>	<p>On- site recycling facilities. Relaying an existing gas pipeline on site. No gas capacity issues. Possible new electricity substation. Awaiting a response from UK Power Networks. Green Waste Composting site – Further discussion with HCC.</p>	<p>Possible storage tank at Elder Way Stevenage relating to Ryemeads Sewage Treatment Works. Further discussion required with the Environment Agency and Water Companies.</p>	<p>On-site provision. Quantum to-be-agreed. New cemetery.</p>	<p>Homework IT infrastructure. Countryside mitigation measures/ Ecology etc. Maintenance.</p>

Appendix A - Growth and Population Projections

- A.1 Table 45 below refers to assumptions that have been made in relation to where the growth may go in relation to the emerging growth option of 4,500 non-strategic dwellings. Table 45 outlines the phasing assumptions. These have been derived from the Strategic Housing Land Availability Assessment⁸⁶ (SHLAA) using the Priority 1 and 2 sites. The SHLAA considers the amount of land that is available, for housing development, with particular emphasis on demonstrating that there is sufficient land available to meet future housing targets.
- A.2 The table is divided into development within the towns and rural areas and uses the SHLAA Priority 1 and 2 sites. In some areas there are also allowances for small sites coming forward (sites with 4 or less dwellings).

⁸⁶ Strategic Housing Land Availability Assessment, 2012

Table 45: Growth and population estimates based on SHLAA

Civil parish	Population 2001 (census)	Households 2001 (census)	Completions 2001-2011	Estimated population 2011*	Completions 2011-12	Permissions 1 Apr 2012	Small sites allowance	Priority 1 and Priority 2 SHLAA Sites	New Dwellings 2011-2031	Total dwellings at 2011	Total dwellings at 2031	Estimated population 2031**
Towns												
Hitchin	29985	13250	1514	34105	101	222	285	319	927	14764	15691	37658
Letchworth	32932	13705	657	33176	171	231	50	619	1071	14362	15433	37039
Baldock	9866	4207	260	10319	24	62	95	992	1173	4467	5640	13536
Royston	14570	5853	870	15530	61	227	140	487	915	6723	7638	18331
Rural												
Ashwell	1660	734	65	1846	3	1		28	32	799	831	1994
Barkway	656	299	24	746	0	15		36	51	323	374	898
Barley	659	252	27	644	0	5		3	8	279	287	689
Bygrave	271	96	3	229	0	0		0	0	99	99	238
Caldecote	20	8	0	18	0	0		0	0	8	8	19
Clothall	161	62	2	148	0	0		0	0	64	64	154
Codicote	2560	1350	66	3271	2	3		48	53	1416	1469	3526
Graveley	475	202	10	490	0	6		0	6	212	218	523
Great Ashby	1256	545	1634	5033	0	0		0	0	2179	2179	5230
Hexton	134	52	0	120	0	0		0	0	52	52	125
Hinxworth	316	119	8	293	2	0		0	2	127	129	310
Holwell	392	159	2	372	-2	6		0	4	161	165	396
Ickleford	1848	807	21	1913	0	0		9	9	828	837	2009
Kelshall	149	60	4	148	0	1		0	1	64	65	156
Kimpton	2113	827	35	1991	3	5		71	79	862	941	2258
King's Walden	957	393	5	919	1	0		0	1	398	399	958
Knebworth	5034	1890	58	4500	0	2		8	10	1948	1958	4699
Langley	164	70	4	171	0	1		0	1	74	75	180
Lilley	374	154	8	374	0	0		0	0	162	162	389
Newnham	89	43	0	99	0	0		0	0	43	43	103
Nuthampstead	139	55	1	129	0	0		0	0	56	56	134
Offley	1307	540	45	1351	3	5		62	70	585	655	1572
Pirton	1217	481	21	1160	0	2		0	2	502	504	1210
Preston	481	148	4	351	0	10		0	10	152	162	389
Radwell	106	36	1	85	4	4		0	8	37	45	108
Reed	290	126	10	314	0	0		41	41	136	177	425
Rushden	242	94	3	224	0	0		0	0	97	97	233
Sandon	493	202	6	480	0	8		0	8	208	216	518
St Ippolyts	2014	743	22	1767	2	19		10	31	765	796	1910
St Paul's Walden	1205	482	39	1204	0	0		44	44	521	565	1356
Therfield	539	201	10	487	3	0		0	3	211	214	514
Wallington	159	51	0	118	0	0		0	0	51	51	122
Weston	965	396	31	986	0	0		0	0	427	427	1025
Wymondley	1110	455	9	1072	6	1		0	7	464	471	1130
TOTAL	116908	49147	5479	126186	384	836	570	2777	4567	54626	59193	142063

Notes: * Population estimates for 2011 have been derived from 2001 Census information and completions. **Population estimates for 2031 are based on 2.4 persons per dwelling.

Table 46: Projected phasing

Civil parish	New Dwellings 2011-2031	Growth 2011-2016	Growth 2016-2021	Growth 2021-2026	Growth 2026-2031
Ashwell	32	9	20	3	0
Baldock	1173	175	580	139	279
Barkway	51	15	0	36	0
Barley	8	5	0	3	0
Bygrave	0	0	0	0	0
Caldecote	0	0	0	0	0
Clothall	0	0	0	0	0
Codicote	53	5	0	48	0
Graveley	6	6	0	0	0
Great Ashby	0	0	0	0	0
Hexton	0	0	0	0	0
Hinxworth	2	2	0	0	0
Hitchin	927	401	315	136	75
Holwell	4	4	0	0	0
Ickleford	9	0	0	9	0
Kelshall	1	1	0	0	0
Kimpton	79	49	13	17	0
King's Walden	1	1	0	0	0
Knebworth	10	2	8	0	0
Langley	1	1	0	0	0
Letchworth	1071	424	396	90	161
Lilley	0	0	0	0	0
Newnham	0	0	0	0	0
Nuthampstead	0	0	0	0	0
Offley	70	8	62	0	0
Pirton	2	2	0	0	0
Preston	10	10	0	0	0
Radwell	8	8	0	0	0
Reed	41	0	0	41	0
Royston	915	363	337	153	62
Rushden	0	0	0	0	0
Sandon	8	8	0	0	0
St Ippolyts	31	21	0	10	0
St Paul's Walden	44	0	44	0	0
Therfield	3	3	0	0	0
Wallington	0	0	0	0	0
Weston	0	0	0	0	0
Wymondley	7	7	0	0	0
TOTAL	4567	1530	1775	685	577

Appendix B - Household Size for Population Projections

- B.1 The population projections for 6,200 dwellings in addition to tables 44 and 45 have been assumed at a rate of 2.4 persons per household. On this basis, the resultant population has been assumed at 14,880 people. This could change depending on the location and nature of the strategic sites. It is however a useful basis for the purpose of this IDP.

Appendix C - Views of Parish and Town Councils and other forums on current infrastructure provision in their area.

- C.1 In February 2011 the Council consulted the Parish and Town Councils to gain an understanding of infrastructure issues perceived by people in their local area. This did not include consultation on growth requirements, as the purpose was to gain an initial understanding of views before any growth figures were agreed. The responses received are outlined below. These will help to inform infrastructure planning within the district. It should be noted that this IDP is mainly concerned with infrastructure requirements as a result of growth. However, it is useful to gain an understanding of all the local areas infrastructure issues. Particularly as this IDP will be viewed by a range of services providers and organisations that are not only responsible for dealing with growth impacts, but also have a role in ensuring that existing provision meets the community needs.
- C.2 A number of Parish Plans have been produced. These have been specifically referred to in some responses.

Ashwell

- C.3 Ashwell Parish Plan, 2007 is a useful reference. This has 28 Action Points. The following are relevant:
- Improve recycling;
 - Improve the mobile phone service;
 - Encourage the use of local retail outlets;
 - Seek to establish an acceptable standard of road maintenance, travel plan issues and improvements to reduce traffic speeds;
 - Rail services to and from Ashwell and Morden Station need improving;
 - Promote the taxibus and improvements to the bus service;
 - The Springs area of open space is an asset to be maintained;
 - Improvements to the mobile library;
 - Refurbishments to the pavilion and other sporting facilities; and
 - Encourage access to the countryside and improvements to footpaths and signage.

Barkway

- C.4 Barkway Parish Plan June 2010 is a useful reference.

Transport

- C.5 Roads require investment and upgrading. Many are badly designed and in need of traffic calming. The rural roads are not designed to cope with the amount and speed of traffic. Lack of immediate local employment and increased house prices ensure that there is a high proportion of people dependent on commuting to work.
- C.6 Contrary to Hertfordshire Highways' assessment that the main B1368 through Barkway only carries local traffic, HGV traffic is increasing due to satellite navigation technology.
- C.7 Resurfacing is required in the High Street. The road surface in certain areas has severely deteriorated with many potholes, poor surfaces, smoothed off tarmac, particularly worsened after two winters with considerably higher than anticipated snow fall. There is a Victorian brick drain which traverses the highway at 78 High Street. The drain is in poor condition and if it were to collapse would cause the closure of the B1368.
- C.8 Improvements to parking.
- C.9 Pedestrian paths are in varying degrees of quality, from very narrow over grown strips of tarmac to newly resurfaced foot paths. Sections of footway require resurfacing, having deteriorated or been affected by service company works leaving improper repairs. Generally there is a good coverage of footways within the village, however due to the ongoing parking problems and car parking on pavements to avoid damage from speeding cars, pavements are regularly restricted. Royston Road has no foot path and would benefit from the installation of one, particularly as it is used by the school "walking" bus.
- C.10 Public transport is extremely limited. Whilst public buses do run, they are infrequent and restricted mainly to service shopping times in Royston. As a result they are very rarely used, with people relying on car for commute to work. Survey work for the Parish Plan identified that it was not physically possible to use public transport to make a return trip to any hospital in the area, within a single day.

- C.11 There is great concern (Parish Plan) over how easily the village is snowed in, even by light snow falls, with the routes to the A10 not being cleared in times of heavy snow for several days despite appeals to HCC Highways. There is no provision for salt bins in the village despite requests to HCC Highways.
- C.12 There are no cycle paths in the Parish and due to its rural setting it is unlikely that cycle paths if installed would be used to any great degree.
- C.13 HCC funding for rural roads is limited. There is a concern that if there were to be any large residential developments in Barkway, the road network would not be able to accommodate an increase in vehicles.

Drainage

- C.14 Drainage in Barkway High Street remains a constant problem with surface water drains at the northern end of the village regularly blocking and backing up. They require longer term attention than pressure washing from time to time (Parish Plan).

Gas & Electricity

- C.15 Electrical supplies vary across the village. There are frequent short electrical outages in the southern end of the village causing home office computers problems. In the north end of the village power outages are a regular occurrence in bad or adverse weather.
- C.16 Gas is available to most of Barkway, with the exceptions being residences in Periwinkle Close and Windmill Close, which depend on oil / electric for heating. The increase in oil prices has made this very difficult for the elderly with the effect that within the last 12 months two residents have chosen to leave the village, purely on financial reasons.

Mobile Phone and Broadband

- C.17 A number of mobile phone networks offer poor coverage, particularly in the most densely occupied section of the High Street.
- C.18 Broadband speeds in Barkway are poor, mainly due to the reliance on the copper wire BT network, and the linear structure of the village with the telephone exchange at the most northerly limit of the village. Maximum speeds are well

below the advertised 8mps speeds claimed obtainable by IPS. With home owners next to the exchange only obtaining 2MPS in tests. This unacceptable for the local economy and puts a heavy restriction on home working.

Social Infrastructure

- C.19 There is a lack of affordable housing in Barkway. A housing needs survey conducted in 2009 indicated the need to build approximately 12-14 properties. The closure of Wheatsheaf Meadow House Sheltered home (North Herts. homes) created a large void in the needs of the village for suitable accommodation or elderly people seeking rural homes. This site is awaiting redevelopment to deliver affordable properties. There is a need to create around 8 affordable 1 or 2 bedroom properties within the village boundary.
- C.20 The village has no health care facilities, instead requiring the community to travel to Barley, Royston and Buntingford for medical and dental care, again enforcing a dependency on the use of motor vehicles.
- C.21 The village school continues to offer an excellent education, but, like many rural schools, is struggling to find a permanent head teacher. The school is well supported by the community, and is an asset that needs to be retained and improved.
- C.22 The large recreation area currently only offers football, which is used by several teams from outside the village. Barkway has no football team of its own. Servicing the football pitches is an antiquated sports pavilion which requires serious refurbishment. The Parish Council has embarked upon a plan to carryout part demolition of the pavilion to extend it to offer changing facilities for male and female home and away teams. A further hall would permit playing of games such as table tennis, soft ball tennis etc and could also be used to house a youth club.
- C.23 The Community hall (Village hall) run by a separate Charitable trust. This is well supported by the community, however is insufficient on its own to meet the communal needs of the community. To maintain its financial viability it requires income from outside sources, and is regularly booked by external parties.
- C.24 Barkway has a historic Reading Room, which has recently been refurbished. This serves as the Parish Council Meeting

room, but also will restart book lending facilities and as a drop in / meeting centre manned by volunteers. It however lacks water or a toilet, meaning its use is somewhat restricted, and would benefit from installation of a toilet and running water. This would enable it to be used more frequently and openly.

Green Infrastructure

- C.25 Barkway benefits from the large recreation area and many footpaths in and around the Parish. Additionally , between Windmill Close and Royston Road there is an open space which has for many years been used as an unofficial pocket park. This is land identified in the LDF and designated as possible sites for construction of affordable homes. The Parish Council would seek to retain the pocket park and to create a play area there for children living in and around the park, whilst providing for much needed affordable housing.
- C.26 The Recreation area itself has a play area, which requires refurbishment and upgrading, which the Parish Council is endeavouring to complete over the summer of 2011. In addition Section 106 monies has been applied for to provide a new "team" swing which is suitable for children of all ages and abilities. However further investment in play items for younger to preteen ages was identified within the Parish Plan.
- C.27 Barkway has a limited number of allotments (run privately), but did identify within the Parish Plan that if further allotments were available, there would be several people interested to rent them. Unfortunately, the Parish Council have been unable to identify any available land to provide further allotments. Land at the end of Windmill Close, owned by NHDC adjacent to the site mentioned above, could be used for allotments, if NHDC felt able to provide them with the support of the Parish Council.

Codicote

- C.28 In its response the Parish Council has identified existing infrastructure in the area and refer to their Parish Plan.

Existing Infrastructure

- C.29 Physical Infrastructure – two waste recycling areas in Codicote at Bury Lane sports field & Codicote Garden Centre;

- C.30 Social Infrastructure – Codicote Sports & Social Centre and The Peace Memorial Hall. The latter is a community building located in the High Street, which is managed by a Charitable Trust. There are three sheltered homes (community & private) at Pond Court, Poynders Meadow and The Bury. There are a number of North Hertfordshire Home and shared ownership properties.
- C.31 Green Infrastructure –Valley Road playground, Old School Close playground, St Albans Road playground & Bury Lane sports field. The Heath, the Community Orchard, the Hill and the River Mimram and the Codicote in Bloom (environmental feature). There are 26 full sized allotment plots. Codicote Garden Centre also have a number of allotments that they rent to residents.

Infrastructure Requirements

- Roads, pavements and parking all need repairs and investment as identified in the Parish Plan. The Streetscape Project seeks to improve the quality of the environment, safety and parking issues.
- The Victorian sewerage system needs to be reviewed and updated. Drainage is inadequate.
- 18 affordable housing units are required in the village.
- New community facilities, such as a new purpose built sports & community centre, community information point, a Parish Council office and computer training for residents.
- More allotments.

Graveley

- C.32 The Graveley Village Plan (2009) has informed this response.

Transport

- C.33 Concerns about the increasing traffic flows from Great Ashby were also highlighted in the Plan. Church Lane has become a rat run and heavy there has been erosion of the lane verges. This is a Safety concern. Any further development in Great Ashby should require the developers to construct a relief road to link it to the main road network. Imposing vehicle weight and speed restrictions in Church Lane would be welcomed.
- C.34 Concern was also expressed at the failure of the High Street traffic calming scheme (86% thought it a failure).

- C.35 Speeding Traffic along the B197 High Street would be curtailed by installing a mini roundabout at junction of Oak Lane (38%) but better roads and footpaths overall scored 49%.
- C.36 The B197 junction with the Stevenage Road is due to be upgraded as part of the Lister Hospital expansion.
- C.37 The likelihood of more heavy lorries passing through the village is of concern to the Parish Council with the 2 proposed Waste Processing facilities sites on the B197.
- C.38 Poor parking is a localized problem, mainly in Ashwell Close 42%. Better bus services to Hitchin scored 46% and 48% for a bus to Sainsbury's.

Green Infrastructure

- C.39 NHDC's Green Space Study states that Graveley is deficient in play areas. The Village Plan indicated a requirement for a Kick-about playing field, as the only play area in Graveley is a tiny Under 12 playground. Negotiations with local land owners have proved impossible at a reasonable cost. The Village plan also identified support for a Village Green (43% support).
- C.40 The Village Plan also expressed much support for a Greener Gravely and reinforcing of the village identity. The Graveley Environment Group has raised money for a village sign (about to be installed) and commenced a tree planting scheme. A Woodland area (53% support) has not proceeded owing to the potential high cost of maintenance.
- C.41 A gateway for the Village (51% support).
- C.42 Our village is also short of country walks and needs a link across/around the fields to Little Wymondley.

Sewerage

- C.43 Regular overflows of raw sewage from the pumping station in Church lane and the pipework off the High Street indicate an upgrade is required.

Housing

- C.44 The only housing to be built within the village over the last 30 years has been social/affordable housing and the village is now unbalanced. However the Parish Council believe that

some sensitive quality infilling within the village core would be of benefit. More affordable housing only scoring 22% support in the Parish Plan.

Great Ashby

C.45 Three main infrastructure issues have been identified in Great Ashby. These issues would be further exacerbated with any future development in the area which does not seek to improve this infrastructure:

- The lack of medical provision in the Great Ashby area, with waiting lists to join the nearest practices which are outside the area.
- School availability, and in particular Primary School availability, is also a concern, with many residents having to put their children into schools in other parts of Stevenage.
- Road access out of Great Ashby during peak times, especially out of Great Ashby Way towards the A1072, and then from the A1072 over the roundabout towards either the A602, Hitchin Road or Gunnels Wood Road.

Hitchin Forum

Transport

C.46 Road conditions are very poor, creating dangers particularly for cyclists. Two of our members have reported problems with cycling, particularly not being able to see potholes at night.

C.47 Dedicated cycleways are needed; very few of the cycle routes identified in NHDC's Cycling Strategy have been implemented in Hitchin. Creation of cycleways should be a first consideration when any roadworks are being considered, such as those in recent years on Nightingale Road, Pirton Road and Bedford Road.

Flooding

C.48 Flooding occurs in certain areas (Stevenage/Whitehill Roads junction, bottom of Hitchin Hill/Bridge Street, under railway bridge on Walsworth Road). It is not clear whether this is due to inadequate maintenance (drains not being cleared sufficiently frequently) or that the drains themselves are inadequate.

Social Infrastructure

- C.49 There is insufficient capacity in primary schools.
- C.50 There is a shortage of sheltered accommodation for couples where one or both would benefit from a warden.

Green Infrastructure

- C.51 There are not enough allotments and waiting lists are long.

Kelshall

- C.52 Kelshall is a small hamlet with limited development. The Parish Council are not aware of any significant infrastructure issues.

Social Infrastructure

- C.53 The Village Hall has been refurbished it is used for a number of uses. Such as parish meetings, birthday parties, a play group, fund raising events, local history group and other meetings.
- C.54 There is no school, the local children usually attend Therfield village school which is one mile away.
- C.55 Affordable housing is provided in the nearby village of Therfield.
- C.56 There is not village surgery, the nearest are either Royston, Ashwell or Barley
- C.57 There is a Therfield and Kelshall Sports Club for cricket and football, held at Therfield recreation ground.

Green Infrastructure

- C.58 There is no recreation ground, public woodland, network of public footpaths or allotments available.

Transport

- C.59 Public transport is limited.
- C.60 Roads are always in need of repair.

King's Walden Parish Council

Transport

- C.61 The road surfaces are in poor condition.
- C.62 The bus service is inadequate.
- C.63 There is a concern regarding cyclists using footpaths and bridleways.
- C.64 The proposal to alter the school transport is funded is a concern.

Social Infrastructure

- C.65 There is no doctors surgery and the police presence in the village is a concern.
- C.66 The library service needs to be retained.

Physical Infrastructure

- C.67 Broadband is inadequate.

Knebworth

- C.68 The Knebworth Parish Plan was published in 2007. Many of the issues raised in the document are relevant. The plan is available on the following website:
<http://www.knebworthparishplan.org/>

Transport

- C.69 The B197 runs through Knebworth and is an exceptionally busy road. It is also used as the relief road for the A1 (M). Parking on the roads around the station is problematic and the area affected is growing.
- C.70 Developments in the village such as Kerr Close, Peters Way, Orchard Way and Woodstock were designed to provide parking away from properties. Many home owners have two cars and wish to park outside their house. The result is that parking bays are empty and roads are congested and difficult to access. There are also over 200 employees working in the village with one public car park for 28 vehicles.

Sewerage

- C.71 There are problems with the sewerage infrastructure, with capacity problems within the system and treatment works.

Social Infrastructure

- C.72 There is a lack of affordable houses within the village and there is demand in Knebworth and Old Knebworth.
- C.73 The junior school has high demand and cannot always meet the needs of village children.
- C.74 The doctors' surgery has been looking to relocate for several years and is still trying to identify a suitable site to build a surgery.
- C.75 Community facilities: - there are a number of halls in the village which are maintained to a reasonable standard and are well used.
- C.76 HCC is to reduce the opening of the library further to four afternoons and a Saturday morning.

Green Infrastructure

- C.77 Sports provision: – there is a large recreation ground with insufficient senior and junior football pitches to meet demand from the local clubs.
- C.78 There are two recreation grounds in Knebworth and one in old Knebworth. Play equipment for certain age groups is lacking.
- C.79 Allotments: – there are private allotments in the village with 15 plots, with a demand for more.

Reed

- C.80 Reed is in the process of producing a Parish Plan.

Transport

- C.81 Footpaths: The footpath south to Buckland has become very overgrown and therefore unsafe for pedestrians and the younger cyclists. A footpath could be provided along the A 10 north to Royston.

Sewerage and Water

- C.82 Water Pressure: The water pressure in the village varies considerably and significant investment would be required if there were to be any large-scale development.
- C.83 Sewerage: The sewerage system in Reed has only recently been upgraded and our understanding is that more investment would be required if additional housing was built.

Broadband

- C.84 Broadband. The initial data from the parish plan indicates that a significant number of people work from home in the village. The existing broadband needs improving.

Royston

- C.85 Existing infrastructure should be retained. The growth of the town requires infrastructure.

Transport

- C.86 There is a need for improved transport systems/bus services, particularly for the elderly.
- C.87 Public Car parking should be maintained and free car parking after 3pm needs to be retained to encourage footfall in the town centre. This is supported by grants from the Locality and Area Committees and Royston First Bid Company.

Social Infrastructure

- C.88 Leisure facilities need increasing, such as a bowling alley.
- C.89 Royston Hospital is well used and should be retained.

Green Infrastructure

- C.90 Allotments are in short supply. All 126 plots are let and there are 100 people on the weighting list.
- C.91 There is an urgent need for burial sites. Casket burials have been banned and the burial of ashes at the towns graveyards will be at capacity in ten years time.
- C.92 Maintain and provide new recreational grounds.

St Ippolyts

- C.93 There is a Parish Plan for St Ippolyts (2003) which is proposed to be updated. There is also a Parish Council Action Plan initially completed in 2003. This has been updated yearly.

Physical infrastructure

- C.94 At peak-time there is rat-running and the road network is congested. There is not a cycle path along the London Road to Hitchin and improvement to the footpath for short stretch is needed. There is not a footpath along Gosmore Road. A Travel Plan Survey (2006) resulted in improvements on London Road (B656) cross roads and around the school.
- C.95 There are bus routes along London Road, Gosmore Road and Stevenage Road, Hitchin but service could be improved.
- C.96 There is not gas supply to the whole parish and there are some properties not on main drainage.

Social Infrastructure

- C.97 Residents look to neighbouring towns of Hitchin and Stevenage for healthcare, emergency services, swimming pools, theatre and so on.
- C.98 Some housing is provided by North Herts Homes, six dwellings by Howard Cottage Society and Jephson Homes provides bungalows for disabled and elderly. Gosmore nursing home and Sloe Hill residential home provide specialist care services. There is potential need for sheltered/warden controlled housing facilities for local people and perceived need for affordable homes for young people and first-time buyers.
- C.99 There is one general store but not a post office (closed in 2009) or outreach service. The parish church is in the benefice of St Ippolyts with Great and Little Wymondley and the new churchyard currently has space for another 40 years or so if the burials continue at current rate.
- C.100 The local primary school is oversubscribed and places are not available at single sex schools in Hitchin for all children whose parents request them.

- C.101 The community facilities include the parish hall managed by charity trustees, two pubs one with separate restaurant and both serve meals and a Chinese restaurant.
- C.102 There is neighbourhood watch scheme operating in south ward but not north ward.

Green Infrastructure

- C.103 There is good network of rights of way including footpaths through privately owned park.
- C.104 There are some privately owned allotments.
- C.105 The parish council own a recreation ground with football pavilion and children's play area, Gosmore village green with swings and three open spaces on Broadmeadow estate. At Dell Field there is a children's play area and nature reserve, also St Ippolyts village green.
- C.106 The Bowls Club have pavilion and green on the recreation ground.
- C.107 The recreation ground has benefited from fencing, bollards and a barrier with grant assistance.

Therfield

- C.108 Therfield have a Parish Plan dated November 2008. Since writing of the plan a new playground has been opened and is a success. The following issues are identified in relation to infrastructure in the parish plan:

Transport

- C.109 Transport and Roads. 64% of respondents thought there was a problem with speeding in the village. Road maintenance was the other area where there was dissatisfaction 43% (18% did not respond to this question).

Social Infrastructure

- C.110 Community Services. The most support for additional community services was for a farmers market at 60%, and other comments suggested that better use could be made of existing facilities.

- C.111 Crime. 54% of respondents felt that the level of Police visibility in the village was too low. The rest thought it was about right.
- C.112 In respect of other types of activities the most interest was for a tennis club closely followed by Pilates and other keep fit related activities, with several respondents saying they would be prepared to set up and organise them.
- C.113 Young Persons. With the exception of the play equipment, once again the most requested activity they thought should be made available within the village was tennis.
- C.114 Communications. 63% thought it would be a good idea to have a Parish website.

Green Infrastructure

- C.115 The major issue raised was play equipment. This has since been dealt with.

Appendix D - Expansion Potential of Existing Schools

Primary / Infant Schools

Hitchin

School Name	Current Capacity (FE) at Reception	Expansion Potential (FE)
Samuel Lucas JMI	1.1 (1FE from September 2011)	1 (on current local plan reserve school site – ref HEd/P10)
Highbury Infant School & Nursery	2	None
Highover JMI	1 (proposed to increase to 2FE from September 2012)	None (over and above current proposed increase)
St Andrew's CE VA Primary	1	None
Purwell Primary	1	None
Whitehill Junior	n/a	None
William Ransom Primary (The)	1.3	None
Mary Exton JMI	1.1 (1FE from September 2011)	None
Wilshere-Dacre Junior	n/a	1*
Strathmore Infant and Nursery	2	1*
Oughton Primary and Nursery School	1	0.5
Our Lady's RC Primary	1	0.5
Ickleford Primary	1	None

* Expansion may be theoretically possible but officers in Herts Property (HCC) believe further technical work might reveal these expansions are not deliverable and should not be relied upon as sources of capacity

Letchworth

School Name	Current Capacity (FE)	Expansion Potential (FE)
Stonehill	1	2
Northfields Infant & Nursery	2	3
Hillshott Infant School & Nursery	2	None
Icknield Infant and Nursery	2.7	3
Norton St Nicholas C of E (VA) Primary	1	2*
Lordship Farm Primary	1.7	2
Radburn Primary	1	2
Wilbury Junior	2.7	3
Grange Junior	2	3
Pixmore Junior	2	None
St Thomas More RC Primary	1	2*

* Dependent on detached playing field or MUGA.

Baldock Town

School Name	Current Capacity (FE)	Expansion Potential (FE)
St Mary's Infant and St Mary's Junior	2	1
St John's RC Primary	1	None
Hartsfield JMI	2	0.5 *

* Site constraints and the way in which the school has been developed in the past might make this difficult to achieve.

Royston Town

School Name	Current Capacity (FE)	Expansion Potential (FE)
Icknield Walk First School	2	1
Tannery Drift	1.8 (1.5 from September 2011)	1
St Mary's RC Primary	1	0.5
Studlands Rise First	1	None
Roman Way First	2 (1.5 from September 2011)	None

Knebworth

School Name	Current Capacity (FE)	Expansion Potential (FE)
Knebworth Primary	2	None

Stevenage Town North (Stevenage North West & Stevenage North East A)

School Name	Current Capacity (FE) at Reception	Expansion Potential (FE)
St Nicholas C of E Primary (Stevenage)	1	None
Almond Hill Junior	n/a	1 FE
Letchmore Infants' and Nursery School	2	1 FE
Fairlands JMI	2 (proposed to expand to 3FE from September 2012)	None (over and above current expansion proposal)
Broom Barns Community Primary School	1	None
Bedwell Primary	1.5	None
St Vincent de Paul RC Primary	2	None
Woolenwick JM	n/a	None
Woolenwick Infant	2	None
Graveley Primary	0.5	None
Trotts Hill Primary and Nursery	1	1
Martins Wood Primary	2 (proposed to expand to 3FE from September 2011)	None (over and above current expansion proposal)
Round Diamond Primary	2	0.5

School Name	Current Capacity (FE) at Reception	Expansion Potential (FE)
Giles Junior and Giles Infant's School	2	1
Leys Primary & Nursery School (The)	2.5	0.5 to 1*

* Should not be relied upon to provide additional capacity as expansion potential subject to possible need for use of land that is currently outside the control of HCC.

Secondary Schools

Letchworth

School Name	Current Capacity (FE)	Expansion Potential (FE)
Fearnhill	6	Not known
Highfield (The)	6	Not known

Baldock

School Name	Current Capacity (FE)	Expansion Potential (FE)
Knights Templar	7	1 (rebuild existing school)

Royston

School Name	Current Capacity (FE)	Expansion Potential (FE)
Meridian (The)	7.1	Not known
Roysia Middle	3	Not known
Greneway (The)	4	Not known

Hitchin

School Name	Current Capacity (FE)	Expansion Potential (FE)
Hitchin Boys	5.3	None
Hitchin Girls	5.3	None
Priory (The)	6	2

Stevenage

School Name	Current Capacity (FE)	Expansion Potential (FE)
Thomas Alleyne (The)	6	*
Nobel (The)	7	*
John Henry Newman RC	7	*
Barclay (The)	6.5	*
Heathcote (The)*	n/a – school closed in 2012	*
Barnwell	8	*
Marriotts	5.9	*

* Any expansion potential in the existing schools in Stevenage is required to meet the immediate demand from the existing community.

Appendix E - Consultation on Broadband within the Rural Areas

- E.1 Only a few rural settlements contain a telephone exchange – i.e. Whitwell, Barkway, Ashwell and in these locations residents seem relatively happy with the service they receive. However, even some of those residents are concerned that they will not be able to receive the super-fast broadband that is being provided in more urban areas.

Caldecote & Newnham

- E.2 Newnham and Caldecote are poorly served at present along with Hinxworth; According to the Parish Clerk "Currently downloading videos of products from websites is a very hit and miss affair and this diminishes the on-line shopping experience somewhat."

Hinxworth

- E.3 Business owner in Hinxworth - "I am with BT and my broadband service is an absolute maximum of 1.5mb a second. Obviously this is poor and I would welcome any pressure that can be put on BT to upgrade the line between Hinxworth and the exchange at Ashwell. I believe the lines are aluminium as copper was too expensive when they were laid. I am not sure if this is true."

Rural Area around Kimpton

- E.4 Residents of Blackmore End, Kimpton: "I did once have a BT engineer at my house and he said the link between Blackmore End and the exchange at Kimpton was "rubbish". His words. It needs an upgrade."

Reed

- E.5 Reed Parish Clerk: "At our Council meeting last night every Councillor and member of the public there complained about the exceptionally slow broadband we get here in Reed. As you may be aware we receive our telephone service from the exchange in Barkway and during peak times our broadband is almost unusable."

Lilley

- E.6 Lilley Parish Clerk: "Broadband service is far too slow in Lilley..."

St Ippolyts

- E.7 St Ippolyts Parish Clerk: "The comment from St. Ippolyts Parish Council is that improvement could be made to the broadband speed in our area which is generally considered slow."

Barley

- E.8 Barley Parish Clerk "This matter was discussed at our recent Parish Council meeting and I have been asked to report that the village of Barley only receives very poor coverage and slow speed and any prospect of improving this would be appreciated."

Holwell

- E.9 Holwell Parish Council member: "I can tell you at once that the broadband service to Holwell is profoundly poor. As you may know our telephone connection comes from Shillington. Whilst fibre optic equipment is in place to the exchange there, the connection for the 6 miles from Shillington to Pirton and thence on to Holwell is via copper cable. The result is that the 'signal strength' is very limited. Indeed, whilst some of us near to the exchange box are lucky enough to have an interrupted connection most of the time, others in the village, such as those out towards the Bedford Road can have no connection at all. In short it is a 'Not Spot'.
- E.10 The routine is that there will be not infrequent disconnections and periods when we cannot connect to the internet for those who are close to the exchange box, with an even worse service for others. When the broadband does work, the speed of connection is horribly slow with frequent delays before a screen appears. The idea of using a service such as BBC iplayer is a complete non-starter.
- E.11 As we see it, the problem will get worse. Websites are ever increasing the amount of data to download, requiring a greater bandwidth. As those closer to the exchange log on, the available bandwidth is reduced for others down the line, and there is a real danger that Holwell will become cut off completely. Far from technology improving the service, it may mean we have less."

Preston and Langley

- E.12 Cllr David Drew: "Preston is 3 miles from the Hitchin Exchange and therefore the signal is not strong at that distance. We do not understand and cannot live with, line dropouts, non-connections and very slow to stop signals - sometimes for days. British Telecom, when approached indicate a 2MB strength at Preston but most of the time we are lucky to achieve 0.5MB and this is very inconsistent. We may be in danger of loosing some of the small businesses that have been attracted to the village because of their regular inability to communicate quickly and reliably with their clients and suppliers"
- E.13 Much work has been done on this issue as the broadband service is regarded as very poor in Preston and the surrounding area.
- E.14 It is a big issue being pushed by local councillors and the Parish Council who have surveyed local residents and businesses. Of the residents in the area with broadband, 80% responded to the survey, which is very high. All respondents identified issues with the broadband service. 70% of respondents complained about no access, drop out or non-connection. Also many of the businesses and residents working from home were not satisfied with the level of service they receive.

Graveley

- E.15 Graveley Parish Clerk: "I have personally had problems with poor coverage and at times I cannot receive a signal. I can only get a signal if I use my laptop downstairs near the Broadband box. I was told by the engineer that as we were some way from the telephone exchange that I would continue to experience problems. On talking to other residents in Graveley they too have the same problems of slow connection etc."

Pirton

- E.16 Pirton Parish Clerk: "One of the councillors happens to live very close to the junction box where the telephone lines enter the village and her speed is usually 5MB but those on the periphery of the village (myself included) are lucky to experience 2MB, which I believe is considered very slow."

- E.17 "We would certainly be pleased to be part of any upgrading programme that improved significantly on these speeds."

Nuthampstead

- E.18 Nuthampstead Parish Clerk (and business owner): "I have found the broadband slow at certain times and using web based programs to run my business, speed has been a problem at critical times so an upgrade would get my vote"
- E.19 Emails from other residents and businesses in Nuthampstead state that 2Mb is the absolute maximum. The distance from Barkway exchange is a big issue, however BT need to commit to 21CN to enable super-fast broadband to be achieved in this area.

Weston

- E.20 Weston Parish Clerk advised that broadband coverage is extremely poor.

Codicote

- E.21 Codicote Parish Clerk - On average it was reported that download speed was recorded at 4md/sec, which is regarded as adequate but not good, and any improvement would be greatly received.