

LTB M1/M25 Corridor Update Report – September 2015

Recent Key Meetings and Announcements

A Watford Regeneration Board has been formed to oversee the development and delivery of the Croxley Rail link and strategic infrastructure projects in the town. The board is chaired by Watford Borough Council's Chief Executive officer with attendance of senior officers from HCC and TFL.

An Enterprise Zone Bid is being prepared by the LEP, Dacorum and St Albans to establish a multi-site enterprise zone to stimulate additional high quality economic growth in Maylands Employment Area and land adjoining the M1. It will link Maylands with Rothampstead Research (agritech), BRE (cleantech) and research and teaching (university of Hertfordshire). It has been assumed that £70m would be needed for transport infrastructure plus £10m for incubation facilities. If the Enterprise Zone application is successful then the infrastructure costs would be met by borrowing against the business rate uplift retention. However, the costs estimates above are indicative only and will not be developed further until the final report in December.

Major Schemes Update

Croxley Rail Link / Metropolitan Line Extension

In July it was reported that following DfT and Treasury Approval for the project, the mayor of London had issued a directive to TfL directing them to *"take over responsibility for delivering the entire project including civil engineering works, systems and the procurement of additional rolling stock."*

Since April HCC and LU have been working collaborative to transition the project across. At the time of writing, it is anticipated that this process will be completed by the end of September, following the completion of a suite of Agreements between HCC (acting as lead for the local consortium of funding partners, namely HCC, Herts LEP and Watford Borough Council)

These include

- A novation agreement that will transfer the current contract (between Hertfordshire County Council and Taylor Woodrow) from Hertfordshire County Council to London Underground limited
- A Transfer Agreement that transfers the powers to construct the project from Hertfordshire County Council to London Underground Limited
- A Funding Agreement that will formalise the funding arrangements from the local funding partners (Hertfordshire County Council, the Hertfordshire LEP and Watford Council) to the project
- A property Agreement between Hertfordshire County Council and London Underground Limited to transfer parcels of land to London

Underground limited

In relation to the ongoing governance of the project, the Watford Regeneration Board has been established and has now met. The role of this Board is to oversee the delivery of the Croxley Rail Link scheme and the various developments in the corridor that it will facilitate and maximise the benefits. It will also form a useful function of co-ordination at a strategic level. The board comprises officers from Watford Borough Council, Hertfordshire County Council, London Underground Limited, the Hertfordshire LEP. Developers will be invited to attend certain meetings. There will be a standing invitation to Government officials It will meet on a bi-monthly basis.

At a project level, there will be a Strategic Board comprising officers from London Underground Limited and Hertfordshire County Council

A Client Liaison officer role has been established within HCC. This officer will work alongside the LU project team to ensure that the project fulfils its highway and “good neighbour” responsibilities.

On completion of the transition process, it is anticipated that TfL will issue a general update on the project. Henceforth, the project will be known as the Metropolitan Line Extension (Watford) (MLE) It is anticipated that TfL will immediately set out their planned delivery timetable for the scheme. It is understood that the main construction works are now likely to commence in early 2016, although it should be noted that work has been ongoing throughout the transition period from HCC to LU in both the development of the detailed design and in enabling works, such as planning and undertaking utility diversions.

Plans and Studies

- Network Rail – Capacity Plus Study – Future of the west coast mainline post HS2.
- Crossrail 1 – Consideration of route in to Hertfordshire (Tring).
- Growth and Transport Plan for the Dacorum, Watford and St Albans area to be confirmed for 15/16 financial year subject to countywide traffic model (COMET) outcomes and budget provision.
- Maylands Study – With the planned employment and housing developments within Maylands, together with existing traffic problems, the study will look at what projects are needed to accommodate the planned or potential developments.

The study supports Dacorum’s Core Strategy Review, the development of the St Albans Local Plan, and potential planning applications for housing on Spencer’s Park Phase 2 and East Hemel which are being led by The Crown Estate as the main landowner. Data from the traffic model is also being used by HCC in the development of a county wide traffic model.

The study has completed the evidence gathering stage and this data is now

being used to update the existing detailed transport model. It is hoped that results of the study will be able to be used for bidding for Growth Deal funds later this year.

It is likely that the major interventions would not be needed until 2021-2026, but the projects need to be developed in the interim to ensure that they could be delivered in that period. Normally there is an allowance of a minimum of 7 years from inception through to delivery for major transport schemes and many take a great deal longer. Early indications are that the long term transport solutions could be in excess of £60m.

East West Corridor Update Report – September 2015

Recent Key Meetings and Announcements

Oxford Cambridge Express Way Strategic Study – Highways England have issued a specification for a strategic roads study for tender. The strategic aim of the **Oxford to Cambridge Expressway Study** is to consider options for improving connectivity between the towns and cities in the Brain Belt. It should identify and provide an initial appraisal of the improvements to the road network which can support the growth in this area. For the better options, this will include preparation of strategic outline business cases which can be considered in developing future Road Investment Strategies. The study will be completed by Spring 2016.

East West Rail – DfT / network Rail have confirmed the short listed route options for further development and appraisal. These are:

- Northern Route via Sandy
- Southern option via Hitchin area (not serving Luton or Stevenage)

Major Projects Update

A120 Little Hadham Bypass –

-A planning application will be submitted in early November for the bypass scheme.
-Ground investigation works will take place in October to inform the detailed design.
-The compulsory purchase order for the scheme is also being drafted and will be published shortly after planning is submitted. Meetings are also taking place with affected land owners to seek to agree terms.

A602 Improvements–

-A planning application will be submitted in December for the scheme.

Project Funding for A120 and A602

A meeting was held recently with DFT to discuss the approvals process for releasing the SLGF funding for the A602 and A120. DFT require a full resubmission of the 5 stage business case that will need to be updated to meet their latest requirements. Due to the costs associated with this process an approach will be made to the DFT to request to move all the retained SLGF funds to the A120 Little Hadham Bypass which would allow all the LTB funds to be moved the A602 project. As a result only one full approvals process will then be required for the A120 as LTB funds are not retained by DFT. This will be more efficient and reduce project costs for the A602.

As part of the project review process, HCC have been seeking to understand likely inflation costs. During the business case development 3% inflation was used as an estimate but this is now thought to be an underestimate and HCC are carrying out further work on these projections in discussion with their suppliers and the construction industry.

Plans and Studies

A120 Standon

Hertfordshire County Council's current agreed strategy for the A120 between the A10 and Bishop Stortford: to promote local bypasses of Little Hadham and Standon of single carriageway standard, with Little Hadham coming forward first.

Currently funding is only available for a bypass of Little Hadham, however separate to the Little Hadham Bypass Scheme we will soon start work to define potential alignments for a Standon bypass. We will consult on these ideas with residents early in 2016. This will be a separate consultation to the Little Hadham bypass scheme.

The results of this work and consultation will feed into the long-term Transport Vision that the County Council is currently developing, identifying and prioritising the key areas and corridors where transport improvements will be required in Hertfordshire from now until 2050. This will be subject to a further wider public consultation, and it is planned that this document will be finalised and adopted in 2016.

Following the completion of the Transport Vision, if interim measures are required in the Standon area post completion of the Little Hadham bypass, the County Council will investigate opportunities for mitigation to ensure any required changes take place in reasonable time.

A1M Corridor Update Report – September 2015

Recent Key Meetings and Announcements

A1 Consortium meeting cancelled on 1 October

DfT and Highways England have announced an A1 (M25 to Peterborough) study to investigate improving the A1 from its junction with the M25 to Peterborough. In particular, it will look at the case for improving the non-motorway section linking the two parts of the A1(M) to motorway standard. The study will review existing evidence and prepare a case to consider further investment on the A1. The study will look at bringing consistency to the southern section of the route and whether improvements, including changing the alignment of the road, could reduce the environmental impact of the existing route and benefit local communities. The study is due to be completed by the end of 2016.

Stevenage Central Town Centre Framework –

The **Stevenage Central Framework** launched on Friday 24 July outlines exciting opportunities which will be used as the basis to drive forward town center planning policies within the emerging Local Plan. For the plan to be delivered there is a clear need for the highways infrastructure to evolve to accommodate the growth including the diversion of the A602 to allow the Lytton Way area in front of the station to be closed to through traffic. Stevenage First Board has given approval to the proposal to develop a new operational traffic model of Stevenage by extending the current Paramics model of A1(M) junction 7 and the A602 northwards to encompass the central area of the town.

This expanded traffic model will give the following benefits:

- An understanding of the impacts of potential changes to the highway network (including the potential diversion of the A602) needed to enable the delivery of town centre redevelopment set out in the framework.
- Evidence of the potential operational implications of relocating the current bus station.
- Evidence of the implications of changes to vehicle routing through the town centre.
- Option testing of improvement schemes including those at the A602 Broadhall Way / Gunnels Wood Road, A602 Broadhall Way / Monkswood Way and A1(M) junction 7 would be able to accommodate additional traffic from the town centre redevelopment proposals and wider local plan development.
- The visual capabilities of Paramics allow potential presentation of the impact of scheme designs / concepts to key stakeholders.
- Creation of a tool that will be key to shaping the phasing and funding packages required to support the delivery of the Central Stevenage

Framework.

Major Schemes Update

A1 Strategy

The development of the A1 Strategy is on-going but has been delayed because Aecom resources have been drawn into working on A1 J7 modelling and options. HCC is in dialogue with GSK about their future development plans. GSK's consultant, TPP are working with HCC/Aecom to model the junctions and develop outline options for improvements. HCC has pursued the possibility of purchasing land at the Arlington site, to facilitate a bigger longer-term solution for the GSK junction, but the land is being sold and there is no prospect at present of land being available to HCC.

Highways England and HCC are working together to consider options for A1 junctions 3 and 4. Aecom has developed some initial ideas at junction 4 (Jack Oldings).

Highways England has appointed a consultant to design the Smart Motorway J6-8 scheme. The HE will be updating LTB with details of the consultants and draft programme. They are still anticipating that construction of the scheme will commence 2019/20.

Highways England has now largely completed their Pinchpoint scheme at junction 6. Anecdotally this scheme has failed to deliver the capacity/flow improvements anticipated. There is also a view that the scheme has resulted in more congestion on the local road network around Welwyn. HE will be undertaking a Post Opening Project Evaluation to consider the success of the scheme. The Ramp Metering at J6 is still not operational.

Plans and Studies

The following studies are underway to consider infrastructure improvements required to meet forecast growth and produce high level cost estimates to inform future bids and planning responses:

- HE/HCC - J3-4 HE option development
- HCC - J7 & GSK roundabout modelling & option analysis
- LEP – Stevenage Utilities Study.
- NHDC/HCC - property/LGHF – Junction 9 & 10 modelling of Letchworth & Baldock development effects.
- Stevenage First/LEP – J7 & J8 A1(m) plus Stevenage town centre masterplan modelling and Local plan scenario on internal main/strategic highway network

A10/M11 Corridor Update Report – September 2015

Recent Key Meetings and Announcements

- East Herts/West Essex Co-Op Meetings
- M11 Junction 7a public information exercise completed - Essex recently presented at an exhibition for their proposed new junction on the M11 (7a). This included a drawing for a potential Harlow Northern by pass that runs through Hertfordshire. At present there is insufficient evidence to form a technical view on necessity of such a measure.

Plans and Studies

Broxbourne Transport Study: -

The southern part of the A10 between Hoddesdon and the M25 is an existing congestion hotspot. The previous Broxbourne Core Strategy was not approved by the Planning Inspectorate as it did not demonstrate that the transport impacts of planned developments on the A10 could be accommodated. Broxbourne are now preparing their draft Local Plan.

The study will build on work started by Broxbourne Council which identifies the scale of the problem and forecasts traffic growth through to 2029. The LEP has included the funding for the next phase of the study in 15/16 and 16/17 to examine what transport schemes would be needed and when. This work will also provide crucial evidence for the Broxbourne draft Local Plan. It will also provide baseline data that can be used to develop the transport assessments for future planning applications.

The amount earmarked for the study is £250,000 with £50,000 profiled for 15/16 and £200,000 in 16/17. Once the study on potential solutions has been completed, this funding would then be used to help develop the solutions through to preliminary design.

The study is currently being scoped with procurement due to happen in September/October 2015. It is unlikely that the study will be completed in time to be able to feed in figures into the next round of Growth Deal negotiations. It is likely that the major interventions will be needed post 2021, but the development of the potential solutions will be needed prior to 2021. Previously work on possible interventions carried out in 2011 identified potential costs of over £120m.

The study will make use of the model recently developed by Broxbourne to test the various infrastructure investment packages to support the forecast growth.

A10 Buntingford: - Consideration is being given to how the cumulative impact of growth in Buntingford can be assessed. Led by East Herts with HCC support a study is being planned to consider the highways infrastructure requirements and investment priorities. East Herts are in the process of trying to secure funding.

M11 and Essex Visum Model: - Essex have submitted a VISUM model to HE for

consideration and meeting is scheduled for October to discuss, no concerns anticipated as HE have been involved with the development of the model.

The Headway study concluded M11 junction 7 will shortly be at capacity and now requires improvements to increase capacity. HE have confirmed improvements will go ahead but what those improvements will be is not yet defined.

Lead by Epping the 4 districts of Epping , Harlow, Uttlesford and East Herts have employed AECOM to help formulate and agreed level of housing to test in and around Harlow which can then be modelled in the Essex Visum model

Crossrail2

It is expected that TFL will be consulting on a preferred route option in the Autumn. It is understood that this is likely to indicate the line running to Broxbourne and possibly Hertford East. HCC are to undertake a study to consider the implications of line and how it could help to maximise the benefits to the transport infrastructure in Hertfordshire.

County wide infrastructure work:

COMET

Work to develop the county wide transport model is ongoing with stage 1 now nearing completion and review of the evidence and data taking place. It is expected that the base model will be ready early in the New Year to enable option tests and support the development of the HCC Transport Vision.

HCC Rail Strategy

The rail strategy was consulted upon in the summer. Due to the high level of responses that are being considered the final report and associated panel papers are now planned for later in the year.