

# HERTFORDSHIRE LOCAL TRANSPORT BODY

1 OCTOBER 2015

## HERTFORDSHIRE TRANSPORT STRATEGY DEVELOPMENT

Author: Lawrence Thurbin (Spatial Planning and Economy, HCC)  
James Povey (Spatial Planning and Economy, HCC)

LTB Chair: Derrick Ashley (HCC Executive Member for Environment, Planning & Transport)

### 1 Purpose of report

1.1 The purpose of this report is to provide an update on the development of the County Council's 'Transport Vision' and provide details on the upcoming stakeholder engagement.

### 2 Background

2.1 In 2014, the County Council's Highways and Waste Management Panel endorsed a series of recommendations to update the Council's transport planning framework to ensure our transport system is able to support growth. One of the main recommendations taken forward within this report was to develop a new spatial Transport Vision for Hertfordshire to 2050.

2.2 Following this recommendation, work has been proceeding over the last 18 months to develop an evidence base highlighting the key challenges and opportunities that may be faced (Stage 1)<sup>1 2</sup> and in developing a series of high-level packages, based on the previous work, that propose an indication of the initiatives that may be required to meet these challenges and opportunities (Stage 2)<sup>3 4</sup>.

2.3 As the development of the Stage 2 work is concluding, the County Council's Environment, Planning and Transport Panel and Cabinet recently approved a Stakeholder engagement exercise. The key purpose of the Stakeholder engagement is to secure the views of partners on the proposals contained within the Stage 2 report and will conclude late November/early December.

### 3. Recommendation

3.1 It is requested that the Board note this report.

### 4. Overview

4.1 The development of a long-term transport vision is important to shape the County Council's next generation of strategic major schemes, refresh of transport plans and strategies, communicate our ambitions with partners, and attract future transport investment funding from Government, the private sector and other sources. The ability to collectively and clearly articulate our long-term

---

<sup>1</sup> <http://tinyurl.com/hccstage1-report>

<sup>2</sup> <http://tinyurl.com/hccstage1-appendix>

<sup>3</sup> <http://tinyurl.com/hccstage2-report>

<sup>4</sup> <http://tinyurl.com/hccstage2-appendix>

infrastructure requirements - and how they will contribute to a successful Hertfordshire (and wider UK) over the period to 2050 - is vital.

- 4.2 The County Council adopted its existing Local Transport Plan in 2011, which in effect establishes the current Transport Vision; however, the national context for transport and planning has changed considerably since then. The delivery of economic growth, in the form of housing and jobs, is now a high priority on the Government's agenda, and the national and local transport planning context has evolved significantly to reflect this.
- 4.3 The new spatial Transport Vision will set out a long-term transport map for Hertfordshire, identifying and evidencing the key challenges and setting out the areas and corridors where transport improvements and investment will be required in the period from now to 2050 to support the aspirations of local residents and businesses.
- 4.4 The development of the Vision would directly lead to the identification of long term priority schemes and packages for which business cases can be prepared to ensure the County holds a balanced range of well-developed schemes that can be utilised to exploit funding opportunities that arise (often at short notice).
- 4.5 The first stage of the work – Stage 1: Challenge Development – created an evidence base highlighting, firstly, the wider social, technological, economic, environmental, and political challenges that may be faced within the county, and secondly, an analysis of the impacts this may have on the transport network. This work formed the initial evidence to guide discussion as to the extent of what future changes within the county, and those in neighbouring and sub-regional areas, it was not intended to identify solutions to the challenges that had been identified within it.
- 4.6 The second stage of the work – Stage 2: Strategic Option Development – has recently been undertaken to develop a series of broad high-level strategic transport packages that address the identified issues and present a possible spatial image of what the future major transport schemes will be in the county and the 'fit' within the wider transport network. The development of these packages over the long-term (to 2050) provided the opportunity to establish what form of future hypothetical spatial development they may, or would be unlikely to, support, highlighting the role of how decisions 'made today' will impact into the future.
- 4.7 The work undertaken by Consultants for Stage 2 has identified four modal packages for delivery over the short- to medium-term (2016-2031) and three hypothetical development scenario packages into the longer-term (2031-2050). The four packages over the short- to medium-term are based on schemes fitting into a 'Highways', 'Public Transport', 'Sustainable Travel and Demand Management', and 'Blended' theme, while the longer-term packages are based on the differing hypothetical spatial growth scenarios of 'Dispersed Development', 'New City', and 'Urban Extensions and Densification'. The differentiation between the long-term and the preceding period is due to the uncertainty in the form of any growth beyond the currently emerging Local Plans, in which highlighting the differing needs of transport based on varying growth scenarios enabled a greater understanding of the likely transport requirements underpinning them.
- 4.8 The intention of the longer-term hypothetical growth scenarios is not to recommend a preferred long-term spatial outlook for the county, as this is not the role of the Council.

- 4.9 The four packages within the short- to medium-term each contain a number of initiatives, be these conceptual, or to a more defined scope, that are spatially based within three corridors based around the M1/M25, A1(M), and A10/M11. These are based on the Hertfordshire Local Enterprise Partnership's Strategic Economic Plan growth corridors.
- 4.10 Stage 2 will go through a process of stakeholder engagement from late September through to late November/early December 2015. The purpose of this exercise is to establish the extent to which any of the packages/initiatives proposed within the work are identified as the 'preferred option' for Hertfordshire, to highlight the extent to which any initiatives are missing or should be amended, alignment with other partner goals, and in understanding the broader implications of transport on the long-term future of the county and the role of the network.
- 4.11 A key element of the stakeholder engagement process is to provide an opportunity for additional initiatives to be added to the process alongside commenting on the initial proposals. This may include suggestions for removing content as well as amendments. These additional proposals will be taken forward into the Stage 3 process.

## **5. Next Steps**

- 5.1 The County Council will be starting to engage with Stakeholders through a combination of meetings and workshops.