HERTFORDSHIRE COUNTY COUNCIL

CABINET
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LOCAL TRANSPORT PLAN DELIVERY PROGRAMME

Report of the Director of Environment and Infrastructure

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1.   Purpose of report

1.1   To seek Cabinet approval of the Local Transport Plan Delivery
       Programme (LTPDP) as a supporting document of the Local Transport
       Plan 4.

2.   Summary

2.1   There are over 100 significant infrastructure projects currently at
       various stages of development across the county

2.2   In order to help focus County Council resources and provide clarity to
       stakeholders, a methodology to rank and prioritise these projects
       against Local Transport Plan 4 criteria has been developed.

2.3   The prioritised list of 10 projects will be the focus of County Council
       resource in the first instance, to develop projects to a stage where they
       can be considered for bids to existing capital funding streams or be
       promoted by the County Council when opportunities arise from
       Government, the Local Enterprise Partnership (LEP) or new funding
       arrangements that may develop in the future

3. Recommendations

3.1 The Growth, Infrastructure, Planning & the Economy Cabinet Panel considered this item of business at its meeting on 12 March 2019. The Panel agreed to recommend to Cabinet that Cabinet:

   i. adopts the Local Transport Plan Delivery Programme as set out in Appendices 1 – 3 to the report, as a supporting document of Local Transport Plan 4; and

   ii. The Ten priority projects as referred to in paragraph 8.1 should be the first call on the £2m infrastructure fund.

4. Background

4.1 The County Council has varying roles associated with transport improvement projects, these range from leading project delivery (including securing its funding) at one extreme, through to merely responding, as Highway Authority, to planning applications made by third parties.

4.2 Given the growth agenda, there will continue to be significant numbers of project proposals across Hertfordshire all seeking the County Council's attention in one way or another from those included in Growth and Transport Plans and Local Plans through to measures promoted by developers as and when sites are brought forward.

4.3 The Highways Service currently has a list of approximately one hundred major, costing in excess of £5m and medium, costs between £1m and £5m) sized transport infrastructure projects identified for delivery in and adjacent to the County.

4.4 Officers have developed a ranking process to prioritise the full list of major and medium size transport infrastructure projects.

4.6 Workshops with members of the Highways and Environment Cabinet Panel and the Growth, Infrastructure, Planning and the Economy Cabinet Panel took place towards the end of 2018 to agree the long list of projects the ranking process and the initial 10 priority projects.

5. Local Transport Plan Delivery Programme (LTPDP)

5.1 The LTPDP provides a ranked list of transport infrastructure projects, which are in effect the County Council's priority projects. This in turn helps to guide the deployment of County Council resources with regards to developing and delivering transport infrastructure in the County and with neighbouring authorities.

5.2　It provides clarity to potential partners in relation to the County Council's role, focus for targeting funding opportunities when they arise and clarity for projects for which the Council should be lobbying Government and agencies.

5.3　The full list of transport infrastructure projects, as shown in Appendix 1, has been drawn from the following:

- Local Transport Plan
- Local Plans that are either adopted or significantly advanced
- Growth & Transport Plans in development
- Emerging Corridor studies such as the A414, Highways England and Network Rail Route Strategies
- Planning applications associated with significant sites for housing and employment
- Modelled and validated congestion network 'hot spots'

5.4　Each project has been logged and mapped on GIS systems, together with details of the proposed promotor, scope, development stage (progress), development dependency and the County Council's proposed role.

5.5　Moving forward new projects will be added to the LTPDP and existing projects updated to ensure that there is clarity in terms of ownership, timescales and the County Council's likely role.

5.6　The LTPDP provides clarity to officers by providing a list of prioritised projects. Those projects will be developed to a position where they are in a position to bid for external funding to enable delivery.

5.7　Whilst the LTPDP provides a clear direction for prioritising the top ten projects, it would not preclude other funding or bidding opportunities being progressed should they arise for other projects on the list, although this would inevitably have an impact on resources and development timescales.

5.8　The LTPDP would be a supporting document to the Local Transport Plan and be given material status by way of periodical review by Cabinet Panels and Cabinet.

5.9　It has been agreed with the LEP's senior officers that the LTPDP will also be used to support their emerging Industrial Strategy, albeit they may elect to assign a different priority for funding purposes than the County Council may assign.

6. LTPDP Methodology

6.1 The process for capturing projects for the infrastructure list and the method for performing the ranking is contained within the LTPDP Methodology, attached at Appendix 2 to this report.

6.2 For each infrastructure project, the County Council's role has been defined as one of the following;

- **Promoter**
  - The County Council will lead the development and delivery of the project
- **Enabler**
  - The County Council is critical to the delivery of the project; without County Council support it is unlikely a project would be deliverable, and the Council may be the best authority to lead at stages of development but other parties have major involvement
- **Stakeholder**
  - A scheme that may impact transport within the county and the Council may have a view or position on the project, but the Council will not be the lead party promoting the project
- **Development management**.
  - A project that would be developer led, and managed through the Council's existing Development management process

6.3 It should be recognised that as projects develop the role of the Council could change between the promoter and enabler and in some instances to and from the stakeholder role, and as such would be captured reporting processes.

6.4 By ranking projects against LTP4, the priority projects are a mixture of sustainable transport infrastructure projects and more traditional road based measures, especially where they can help to facilitate wider modal shift agendas.

6.5 The LTPDP list remains a 'live' document with new projects being added and the whole list re-ranked twice a year. However, in order to manage resources effectively and irrespective of whether newly identified projects rank highly, additional projects will only be progressed once an existing project is concluded or additional resource can be secured to support it.

7. LTPDP List of Projects

7.1 The ranking of all projects has been completed by officers, with the top ten projects the County Council will seek to enable or promote being :

1   Gilston - Sustainable Transport Corridor
2   Watford Junction development transport infrastructure package

3	Principle of Sustainable Travel Town
4	MRN A414 Capacity Scheme (Watford to Hatfield)
5	Abbey Line (passing loop)
6	A414 Mass Rapid Transit
7	Western Watford Sustainable Corridor (Former MLX)
8	Eastern access to Hitchin station
9	Hertford Bypass and Sustainable Travel Improvements
10	St Albans to Maylands/Hemel Hempstead cycle route

7.2   The full list of schemes where the County Council is enabler or prompter is attached at Appendix 3 to this report.

8.   Financial Implications

8.1   It is proposed that 10% of the £2m Infrastructure Investment and Sustainable Transport Fund will be allocated to the development of the 10 priority projects identified in the programme. Subject to allocation, work will begin securing resource and developing the projects

8.2   The development of the projects to a deliverable status will enable the Council to proactively seek funding opportunities from Government, the emerging Sub National Transport Bodies and other stakeholders to take the schemes through to completion.

8.3   As indicated above, the intention is to seek agreement with the LEP once the LTPDP is in place and work with them to help secure funding to develop and deliver their priority projects that appear on the list.

9.   Equalities Implications

9.1   When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equality implications of the decision that they are making.

9.2   Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equality Impact Assessment (EqIA) produced by officers.

9.3   The Equality Act 2010 requires the County Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership;

pregnancy and maternity; race; religion and belief, sex and sexual orientation.

9.4   An Equality Impact Assessment (EqIA) has not been undertaken at this stage. As schemes progress through development they will be subject to EqIA requirements.

Background Information

1.   None**.**