

Matter 10 – Transport

Issue 2 – Major Transport Schemes – Policies TRA2 and TRA3

Q1 Is it sufficiently clear what the ‘package of measures’ are for the M1 Junction 8 improvements and how they will be delivered under Policy TRA2? Is the policy effective?

Is it sufficiently clear what the ‘package of measures’ are for the M1 Junction 8 improvements and how they will be delivered under Policy TRA2?

1.1 Yes, it is considered to be sufficiently clear what the ‘package of measures’ are for the M1 Junction 8 improvements and how they will be delivered under Policy TRA2.

1.2 At 8.10 the supporting text states that policy TRA2 seeks to support the delivery of new schemes and the retention of existing transport infrastructure.

1.3 With regard to M1 Junction 8, Policy TRA2 – Major Transport Schemes states:

a) The Council supports the delivery of the following major transport schemes in principle:....

ii. A package of transport measures to enhance M1 Junction 8 (M1 J8) and surrounding area, in association with Hemel Garden Communities (HGC);....

1.4 Policy TRA2 should be read in conjunction with the SADC IDP and Schedule (INF 01.01 and INF 01.02). The schedule lists the highways improvements related to M1 Junction 8, which are known as Project Breakspear Phases 1-3, as set out below:

1.5 Within Plan Period to 2041

Project Breakspear Phase 1

Phase 1 of package of transport measures to enhance M1 Junction 8 and surrounding area - Replacement of the existing Breakspear Way / Green Lane Roundabout (Phoenix Gateway) with traffic signals.

Project Breakspear Phase 2

Phase 2 of package of transport measures to enhance M1 Junction 8 and surrounding area - package of transport measures to prioritise active and sustainable modes of travel including improvements to existing roads, A414 Walking and cycling bridge, East Hemel Mobility Hub and HGC Sustainable Transport Corridor.

1.6 Beyond Plan Period – to 2050

Project Breakspear Phase 3

Phase 3 of package of transport measures to enhance M1 Junction 8 and surrounding area. To provide additional capacity and connectivity to Maylands and Herts IQ, and relieve congestion on the A414. Land to the east of Junction 8 is

safeguarded, in case it is required to come forward for junction improvements (Phase 3 J8 enhancements).

- 1.7 The Infrastructure Schedule (INF 01.02) also provides additional information about infrastructure schemes and delivery in spreadsheet style. The infrastructure data is presented under multiple columns (B-AR) and includes these headings:

- *Project Name (Column F)*
- *Project Description (Column G)*
- *On-site / Off-site (Column J),*
- *Major Site (if relevant) (Column K),*
- *Infrastructure Provider (Column L),*
- *Delivery Period (Column M),*
- *Estimated Cost (Column P),*
- *Funding Source (Column R), and*
- *Priority (Column S) etc*

- 1.8 Policy TRA2 should also be read in conjunction with Strategic Policy SP14 - Delivery of Infrastructure which states:

Proposals should make provision for infrastructure that is necessary in order to accommodate additional demands resulting from the development. The Council will therefore:

a) Require developers to provide, finance and / or contribute towards provision which is fairly and reasonably related in scale and kind to the development. This includes on-site and / or off-site improvements and infrastructure necessary to mitigate the impacts of the development....

- 1.9 It is therefore considered that the plan is sufficiently clear as to what the 'package of measures' are for the M1 Junction 8 improvements and how they will be delivered, especially when Policy TRA2 is read in conjunction with the SADC IDP & Schedule and, Policy SP14 - Delivery of Infrastructure.

Is the policy effective?

- 1.10 Yes, the policy is considered to be effective, especially when TR2 is read together with other policies in the plan (as set out above and below) and the IDP & Schedule (INF 01.01 and INF 01.02).
- 1.11 In addition to the above, there are further references to the M1 Junction 8 or transport infrastructure in the plan which are relevant, as set out below.
- 1.12 Strategic Policy SP3 – Land and the Green Belt

Growth must be supported by suitable supporting infrastructure, including:....

- *Transport - facilities for walking, cycling and public transport in particular*

1.13 LG1 – Broad Locations

Proposals within the defined Broad Locations (or unallocated windfall development at this scale) must:...

f) Provide necessary transport, community, green, health and other infrastructure in a timely manner to support development;...

1.14 Figure 3.3: The Key and Local Networks Source: (HGC Transport Vision and Strategy document, 2024) is a plan which includes:

M1 Junction 8 Improvements (Project Breakspear)

1.15 The key diagram at figure 1.3 includes the location of M1 Junction 8 – Transport Improvements which is shown in orange hatching.

1.16 Local Plan Part B site H3 – East Hemel Hempstead (Central) includes the following key development requirements at point 16 (including the proposed Main Modification set out in SADC/ED85B and SADC/ED85C):

16. Land, including land to the east of Junction 8, will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements

1.17 Local Plan Part B site H4 - East Hemel Hempstead (South), includes the following key development requirements at point 15:

15. Land will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements.

1.18 It is therefore considered that policy is effective, including the proposed Main Modification, especially when Policy TRA2 is read in conjunction with the SADC IDP & Schedule and other policies in the plan.

Q2 What are the transport schemes 'identified in the IDP' for the purposes of Policy TRA2? If a major transport scheme is necessary to support the growth proposed in the Plan, should it be listed in the policy?

What are the transport schemes 'identified in the IDP' for the purposes of Policy TRA2?

2.1 Policy TRA2 – Major Transport Schemes includes reference to major transport schemes as set out below:

- i. Improvements to Walking and Cycle Infrastructure*
- ii. A package of transport measures to enhance M1 Junction 8 (M1 J8) and surrounding area, in association with Hemel Garden Communities (HGC);*
- iii. Mobility Hubs located at Land East of Hemel Hempstead in association with HGC;*
- iv. Transport schemes identified in the IDP;*
- v. Abbey Line enhanced service; and*
- vi. Hertfordshire Essex Rapid Transport Scheme (HERT).*

2.2 It is considered that TRA2 - Major Transport Schemes should be read with SADC IDP & Schedule (INF 01.01 and INF 01.02), which gives further detail about the 'Transport schemes identified in the IDP'.

2.3 The SADC IDP Schedule sets out approximately 100 transport schemes. The IDP Schedule splits the schemes into subtopics as follows.

- o *Highways*
- o *Walking and Cycling (LCWIP)*
- o *Walking and Cycling*
- o *Mobility Hub*
- o *Rail*

2.4 The Infrastructure Schedule (INF 01.02) also provides additional information about each infrastructure scheme in spreadsheet style. The infrastructure data is presented under multiple columns (B-AR) and includes these headings:

- *Project Name (Column F)*
- *Project Description (Column G)*
- *On-site / Off-site (Column J)*
- *Major Site (if relevant) (Column K)*
- *Infrastructure Provider (Column L)*
- *Delivery Period (Column M)*
- *Estimated Cost (Column P)*
- *Funding Source (Column R) and*
- *Priority (Column S) etc*

2.5 Policy TRA2 has been drafted to be read in conjunction with the Infrastructure Schedule, ensuring clarity and coherence in understanding the scope and delivery of transport schemes. The list is easily available online in the Infrastructure Schedule (INF 01.02), where relevant information about each of the transport infrastructure schemes can be found. Therefore, including the full list of schemes within the policy document would not only result in unnecessary duplication but would also be impractical due to the extensive nature of the schedule. Further, as set out in the Plan at paragraph 7.3 "The IDP is a 'living document' that will continue to be updated and refined before and after adoption of the new Local Plan."

If a major transport scheme is necessary to support the growth proposed in the Plan, should it be listed in the policy?

- 2.6 The most important transport schemes are identified at TRA-2. Further transport schemes listed in the SADC IDP Schedule (INF 01.02) are necessary to support the growth proposed in the Plan, however it is considered that the schemes do not need to be individually listed in the policy, as set out above.

Q3 What is the justification for Policy TRA2(d)? What does it require from development proposals?

What is the justification for Policy TRA2(d)?

- 3.1 It is considered that TRA2 – Major Transport Schemes point d) is justified.
- 3.2 Policy TRA2 d) has been set out below:

d) As the options for the transport schemes progress, the impact of the delivery of the major transport schemes will be subject to assessment in accordance with policies in the Plan such as archaeological assessment, environment assessment and flood risk.

- 3.3 The transport schemes identified under Policy TRA2 vary from currently high-level concepts to schemes with some more detailed engineering plans and safety audits. At this stage, they do not include final detailed design proposals or final implementation plans. It is standard practice for such strategic transport initiatives to progress through multiple stages of development, such as, feasibility studies, option appraisals, and stakeholder engagement, before a final scheme is confirmed.
- 3.4 Point (d) of Policy TRA2 plays a critical role in ensuring that the delivery of these major transport schemes is subject to appropriate assessment balancing transport aims with other factors. This includes compliance with relevant policies in the Plan, such as those relating to archaeology, environmental protection, and flood risk management.
- 3.5 By embedding these requirements into the policy, the Plan seeks to ensure that the most appropriate and sustainable transport solutions are brought forward that also balance against other factors. This approach should ensure that a preferred scheme can come forward which minimises environmental impacts, protects heritage assets, and supports the delivery of resilient infrastructure.

What does it require from development proposals?

- 3.6 Transport schemes should provide relevant information such as an archaeological assessment, environment assessment and flood risk assessment when permission is sought.