

**Meeting** Executive  
**Portfolio Area** Economy, Enterprise and Transport  
**Date** 20 January 2021



## FUTURE TOWN, FUTURE TRANSPORT STRATEGY– 12 MONTH REVIEW

### KEY DECISION

**Author** David Hodbod | 2579  
**Lead Officer** Zayd Al-Jawad | 2257  
**Contact Officer** David Hodbod | 2579

### 1 PURPOSE

- 1.1 To update Members on progress of the projects included within the Future Town, Future Transport Strategy (adopted October 2019)
- 1.2 To make Members aware that the Future Town, Future Transport Strategy will be reviewed on a quarterly and annual basis due to its status as a key strategy that sits underneath the Future Town, Future Council Corporate Plan.

### 2 RECOMMENDATIONS

- 2.1 That Executive note the progress with projects included within the Future Town, Future Transport Strategy
- 2.2 That Executive note that the Future Town, Future Transport Strategy will be included within the quarterly Future Town, Future Council monitoring reports.

### **3 BACKGROUND**

- 3.1 In October 2019, the Council adopted Future Town, Future Transport (FTFT), a transport strategy for Stevenage. FTFT outlines the Council's approach to sustainable transport. It establishes the key local transport issues and opportunities that exist in Stevenage, and sets out a vision and a series of objectives for what will be delivered in the future. The strategy focuses around four key themes:
- 1) Connectivity
  - 2) Living Streets
  - 3) Active and Healthy Travel
  - 4) Green Travel
- 3.2 The benefits of sustainable transport are numerous. Amongst many other benefits, the reduction in vehicle emissions will improve air quality and help with the fight against climate change; the use of active transport will increase the health and well-being of residents; the reduced domination of cars will improve the environment of our destinations and residential streets; and the use of alternate forms of transport could help individuals save considerable amounts of money. It is therefore a key priority of the Council which is more important than ever when considering the changes to working and leisure practices caused by the Covid-19 restrictions experienced over the past 12 months. These restrictions have promoted an apparent increase in recognition, seen nationwide, that active transport can form an easy and beneficial part of everyday life, either for commuting or for general exercise.
- 3.3 The substantive element of FTFT is a list of identified future transportation projects which provides for coordinated action by a range of agencies and institutions for all forms of transportation that are used in the town: car, train, bus, cycling and walking.
- 3.4 Many of the schemes within FTFT are outside the control of the Council and many require third party funding from a range of sources including, but not limited to, Hertfordshire County Council, housing developers, central government and public transport providers. The Council therefore plays an important lobbying role in addition to delivering its own schemes to deliver a complementary range of projects that will combine to create a long-term modal shift in transportation use.
- 3.5 FTFT was the Council's first Transport Strategy, building on a range of other transport-related documents, including the Mobility Strategy and Cycling Strategy, as well as other documents such as the Local Plan (adopted 2019) and the Infrastructure Delivery Plan which contain sections on transportation.
- 3.6 The Executive asked for the strategy to be reviewed 12 months after its adoption.

## 4 REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

Recommendation 2.1: That Executive note the progress with projects included within the Future Town, Future Transport

- 4.1 FTFT contains 25 individual transportation projects to be implemented or progressed in the short term (2019 to 2022). The following paragraphs and Table 1 give a brief overview of the key milestones achieved this year and the expected targets for next year. The rest of the section gives a description of the progress since October 2019 for each of the projects listed in FTFT.

### Highlights from October 2019 – October 2020

- 4.2 Sustainable Transport continues to be a key priority for the Council and for the wider Hertfordshire area. The outbreak of Covid-19 prompted a renewed focus on sustainable transport as employees of most sectors have been encouraged to work remotely and there has been restricted use of public transport. Encouraging signs can be seen nationwide that there has been an increase in walking and cycling and the Government has been keen for local authorities to install emergency measures to promote active travel. The Government has also recently announced funding for the installation of more permanent measures and the Council has worked closely with Hertfordshire County Council (HCC) when identifying what schemes to seek funding for.
- 4.3 Whilst Covid-19 has had an effect on the delivery of some schemes, there has been significant progress in many important projects during this time, as explained briefly below, and in more detail throughout the remainder of this section.
- 4.4 The Council has made progress delivering flexible office space in the town centre as part of the North Block development to provide a place for residents to work locally, reducing the need to travel further afield to their usual workplace.
- 4.5 The Hertfordshire Growth Board has continued to attract investment for infrastructure into the County. Projects on the A414 and A602 are being delivered to ease East-West movement and this will help to ease congestion in Stevenage as a result.
- 4.6 Work with HCC and the Local Enterprise Partnership remains ongoing and a bid was submitted in October 2020 to receive significant funding towards sustainable transport projects through the Government's Town Fund. The 'Town Investment Plan' includes proposals for cycling and pedestrian connectivity (including upgrading of existing cycleways), the A602-Gunnels Wood Road roundabout scheme, and enabling works to the station gateway which could include feasibility work with Network Rail for a regenerated station. The proposals were endorsed by the Stevenage Development Board, which includes a number of local leaders and stakeholders, including multiple businesses.
- 4.7 Network rail completed works at Stevenage Rail Station, installing a fifth platform that will serve the local Hertford Loop leaving more capacity on Platform 4 to provide additional mainlines services.

- 4.8 The Council approved planning permission for the relocation of the town centre bus station, to create a new bus interchange closer to the railway station to form an important sustainable transport hub. This will enable multi-part journeys to be taken entirely on sustainable forms of transport as well as providing an improved environment to users.
- 4.9 The Council became the only authority in Hertfordshire to publish a Local Cycling and Walking Infrastructure Plan which identifies the priority improvements to the borough's cycling and walking infrastructure to ensure that active transport routes are complete, direct, and high quality. The Council also secured the future delivery of extensions to the cycle network from housing developers through S106 agreements.
- 4.10 The Council adopted a new Parking Provision and Sustainable Transport SPD which identifies areas where new developments will be required to provide a reduced amount of parking in order to promote more sustainable modes of transport.
- 4.11 The Council finalised a new Workplace Travel Plan to promote sustainable travel for its own employees. This builds on the previous Green Travel Plan adopted in 2013.
- 4.12 The Stevenage Annual Cycling Festival was affected by the Covid-19 restrictions but the Council managed to run a number of remote events successfully during the week commencing Monday 24 August 2020, with virtual and socially distanced rides taking place throughout the week.

**Table 1 – Key FTFT Milestones**

	<b>Key progress</b>	<b>Delivery Body</b>
Significant milestones 2019-20	Rail Station platform 5 completed and opened	Network Rail
	New Bus Interchange designed and granted planning permission	SBC and HCC
	Stevenage accepted onto the HCC Sustainable Travel Town programme	SBC and HCC
	Parking Provision and Sustainable Transport Supplementary Planning Document adopted	SBC
	Local Cycling and Walking Infrastructure Plan finalised and published	SBC (with support from HCC & DfT)
	Workplace Travel Plan finalised	SBC
	Agreed funding for North Road cycle scheme from EATF (Tranche 2) subject to consultation	HCC/DfT

Progress Due 2020-21	Parking Strategy set to be adopted	SBC
	Construction of new bus interchange and bus priority measures on Lytton Way	SBC and HCC
	Delivery of extensions and improvements to cycleway network	HCC and housing developers
	Stevenage cycle hire scheme set to be procured	SBC with partner organisations
	Rail Station (Stevenage Gateway) Area Action Plan set for production and adoption	SBC
Delays / Risks	A1(M) Smart Motorway scheme postponed until 2025	Highways England

### **Designation of Stevenage as a Sustainable Travel Town**

- 4.13 The Council submitted an initial application to be included in HCC's Sustainable Travel Town (STT) programme in August 2019. Following a Covid-19-enforced delay to the assessments, in August 2020 HCC requested that all applicants agree to a number of criteria to help the assessment process. The criteria included infrastructure-, planning-, parking-, and highways-related issues. Criteria included removing free-parking in town centre locations, supporting the improvement of cycling routes through town centres, promoting parking-free developments where possible, and in general to support the reallocation of road space to replacement bus/cycle/HOV lanes at the expense of cars. The Council agreed to the majority of the criteria.
- 4.14 In October 2020, HCC Councillors on the Growth, Infrastructure, Planning and Economy (GRIPE) Cabinet Panel approved to accept Stevenage onto the STT programme alongside Letchworth and Royston. Whilst all submissions were seen to have strong merit, these three submissions scored best through the assessment and were included in the inaugural programme.
- 4.15 The STT programme will serve to promote the relationship between SBC and HCC and instigate the holistic delivery of a collection of transport schemes to cause a significant modal shift in the borough.
- 4.16 Discussions between the councils are due to start early in 2021 to determine what schemes will be delivered as part of the programme, with the aim of finalising the full programme by summer 2021 for implementation over the next year. Schemes could be selected from those already identified in the emerging HCC North Central Growth & Transport Plan, the SBC Local Plan, Infrastructure Delivery Plan, FTFT, the SBC Local Cycling & Walking Infrastructure Plan and/or the SBC Cycling Strategy.

- 4.17 The programme will also enable the council to further demonstrate the importance it is placing on sustainable transport when submitting bids for third party funding. This should subsequently increase our likelihood of gaining funding for schemes, both on and outside of the STT programme.

### **Living Streets Pilot Projects**

- 4.18 The Living Streets concept is designed to reduce the prevalence of parked vehicles in residential streets. Stevenage has a history of residential parking issues because the original new town design underestimated the growth in personal car ownership, and the limited use of rear, en-bloc garages. Measures to reduce parking and maximise the use and enjoyment of streets could be wide-ranging with minimal precedent examples.
- 4.19 The Council undertook a consultation with residents across the whole of the borough in 2019 to identify general themes and preferences that could be included in trials for Living Streets. This information was passed onto the Community and Neighbourhood Management Team who were due to undertake more targeted and face-to-face engagement in two wards to identify specific trials that could be undertaken to re-imagine and re-design existing streets with significant parking issues. However, progress has been limited due to the Covid-19 pandemic.
- 4.20 Parking spaces have been removed and replaced with increase cycling parking in the High Street as part of the Department for Transport's Emergency Active Transport Fund, but the future aim is to implement this kind of intervention more widespread within residential areas.
- 4.21 Planning officers have been promoting the concepts of Living Streets to be embedded into the masterplan designs for several of the strategic housing sites currently progressing towards/through the planning system. Key elements of the Living Streets concept have also been included in the Council's emerging Parking Strategy (more detail in paragraph 4.64) which is due to be adopted in summer 2021 and will contain the Council's policy related to on-street parking for the period up to 2031.

### **New Bus Interchange**

- 4.22 Planning and Development Committee granted planning permission for the relocation of the town centre bus station in June 2020. This was a crucial step for sustainable transport in the town and also enables progress with the town centre regeneration scheme which was subsequently granted resolution to approve at Planning & Development Committee in October 2020. The new bus interchange will be located closer to the train station, forming a sustainable transport hub to enable multi-part journeys to be taken entirely on sustainable modes of transport more easily.
- 4.23 The new interchange will be future-proofed to enable electric busses to charge on-site, will have safe bicycle parking and will provide a more comfortable and modern waiting environment for passengers. The new facility will also include a café and shop mobility store as key services to users.

- 4.24 The scheme also includes bus priority measures along Lytton Way which will help to enable wider ambitions to integrate the leisure park and Gunnels Wood Road with the town centre and enhance sustainable east-west connections.
- 4.25 Pre-commencement conditions are in the process of being discharged, and due to the ability to undertake some of the works as Permitted Development, work started on-site in autumn last year.

#### **SBC Workplace Travel Plan**

- 4.26 The SBC Workplace Travel Plan was finalised and approved by SLT in 2019 to replace the Green Travel Plan adopted in 2013. The Plan contains a range of measures to improve sustainable transport by the Council's workforce.
- 4.27 Capital funding was approved by Cllrs to implement measures within the Plan with £15k per annum available in 21/22, 22/23, 23/24 and 24/25.

#### **Local Cycling and Walking Infrastructure Plan**

- 4.28 The Stevenage LCWIP was finalised with support from the Department for Transport and HCC and published late in 2019. LCWIPs are identified in the Government's Cycling and Walking Infrastructure Strategy as a key tool to identify strategic cycling and walking improvements at a local level.
- 4.29 Stevenage BC is the only authority in Hertfordshire with a published LCWIP and other authorities are now following suit and seeking SBC advice to progress with their own versions.
- 4.30 Since its completion, officers have been using the LCWIP as key evidence when identifying priority interventions that could be delivered by external bodies and are seeking funding for improvements. Officers have been on site visits with HCC to identify potential schemes to be delivered by HCC and interventions on Routes 1, 2, 3 and 7 are currently going through HCC's Project Validation process.
- 4.31 HCC is currently focussing its considerations on funding and delivering routes away from the town centre, improving routes to and from the edges of town.
- 4.32 Significant stretches of Route 1 and Route 6 from the LCWIP are due to be secured by Section 106 agreements linked to major planning applications. HCC was awarded funding to deliver a scheme for another part of Route 1, between the High Street and Corey's Mill Lane, by Tranche 2 of the Department for Transport Emergency Active Travel Fund [EATF], subject to the outcome a public engagement exercise to be undertaken by HCC.
- 4.33 An unexpected bonus of the LCWIP has been its use by HCC to identify and support improvements on the Rights of Way network, not just on the highway/cycleway network. Recent examples include the progression of bids to fund schemes along St Nicholas Park, north of Chells Pavilion, and connected to Tintern Close.

### **Cycle Hire Scheme**

- 4.34 The Council has ambitions to introduce a cycle hire scheme to ensure that lack of access to a bike is no longer a barrier to cycling. Officers have been in correspondence with Watford BC who recently implemented a cycle hire scheme. WBC recommended that the first step should be ask specialists to undertake a feasibility study in the town to see roughly what the market is for a scheme, what the requirements of a Stevenage scheme are, and to identify approximate numbers and locations for potential bikes and docking stations. This work will ensure that subsequent procurement of a bike supplier is sufficiently specific to our needs and will make assessment of tenders easier and more transparent.
- 4.35 Consultants were appointed in spring but delayed by the Covid-19 lockdown which prevented them from undertaking site visits. They have now completed their report which identifies that a scheme should be feasible in Stevenage but should be implemented in two or three phases, starting with a focus on the west of town, covering Lister Hospital, Gunnels Wood Road, the Town Centre, the Rail Station and nearby residential areas, before latterly expanding eastwards to cover the rest of the borough.
- 4.36 The study advises that improvements to cycling access through the town centre and on the High Street, two of the key destinations within the borough, would help the viability of any potential scheme.
- 4.37 The Council intends to start a procurement exercise seeking bike and scooter suppliers to present their best solution to the needs of Stevenage, as identified by the study. Procurement is expected to start early in 2021. The Council would also look to engage local business, perhaps through the SmartGo Stevenage organisation, to promote delivery partnerships or sponsorship opportunities as the scheme would require significant third party funding, potentially in addition to what a chosen bike supplier would provide. A final scheme would be proceeded with subject to the findings of a detailed business case.

### **Parking Standards SPD**

- 4.38 The adoption of the Local Plan in 2019 committed the Council to review its parking requirements to ensure that parking requirements matched modern policy to promote a reduction in car use. Parking requirements had been set out in the Parking Provision Supplementary Planning Document (adopted 2012).
- 4.39 Having been through statutory consultation and procedures, the Council adopted the new Parking Provision and Sustainable Transport SPD after a decision by Executive in September 2020. The SPD promotes much reduced car parking in the most accessible areas of town, as well as an increased level of cycling and Electric Vehicle parking. As an SPD document, it is now a material consideration for all planning applications submitted to the Council.

### **New Developments**

- 4.40 Since the adoption of the Local Plan in 2019, and the subsequent adoption of FTFT, the council now expects proposals for residential or non-residential



development to place emphasis on sustainable modes of transport as a priority instead of privately-owned car use. This involves placing new developments in sustainable locations, providing high quality off-road links to key services and providing links to the existing cycle ways and pedestrian routes, to ensure that cycling and walking is easier for short journeys than driving. This can be achieved by a wide range of innovative designs.

- 4.41 The Council is due to secure the future provision of large extensions to the cycleway network linked to the North Stevenage and East Stevenage developments as well as significant contributions to improve passenger transport. This will continue to be a focus of planning officers.
- 4.42 The Council will also be producing a new Supplementary Planning Document related to Developer Contributions which will give further clarity regarding policy requirements for sustainable transport measures.

### **Town Centre Regen, SBC and delivery partners**

- 4.43 Progress with the town's £1bn major regeneration programme continues. The detailed planning application for Phase 1 of the scheme, and outline planning application for the rest of the scheme, was submitted in December 2019. Planning & Development Committee resolved to grant the scheme permission in October 2020. Proposals for cycling and walking links are included in the proposals, as is reduced vehicle parking provision in line with the updated Parking Provision & Sustainable Transport SPD.
- 4.44 Other schemes within the town centre, such as those on Queensway and the Forum, are also being delivered or are progressing through the planning system. They propose to introduce new residents to the town centre and promote the use of sustainable transport instead of cars.

### **Intalink Bus Strategy**

- 4.45 The Intalink Bus Strategy was completed and agreed by all pan-Hertfordshire stakeholders to promote consistent ticketing across the county and to create greater simplicity for county-wide users by upgrading bus infrastructure, prioritising bus services and using data and information more smartly.
- 4.46 SBC officers successfully bid for Stevenage to be one of just three towns that planning consultants reviewed to identify the potential for bus priority measures in 2019. As an outcome of this, a major bus priority scheme, involving reallocation of road space for bus lanes, is currently being progressed by HCC from the A1(M) junction 8 roundabout. This will make bus travel to the town centre less susceptible to congestion and more reliable at peak times as a result.

### **Bus User Enhancement**

- 4.47 As previously mentioned, the Council granted planning permission to relocate the town centre bus station and this will create a much improved environment for bus users, as well as being closer to the rail station to make multi-mode journeys easier.
- 4.48 Funds were made available by central government to trial all-electric bus fleets (All Electric Bus Town and All Hydrogen Bus Town Fund), however,

these were only open to Local Transport Authorities. The Council asked HCC to investigate the opportunity to submit a bid on our behalf but this was not forthcoming and the Council remains reliant on bus service providers to gradually introduce electric vehicles to their own fleet.

### **Maintenance and Improvements to pedestrian and cycleway network**

- 4.49 As previously mentioned, the SBC Local Cycling & Walking Infrastructure Plan was published this year, identifying the priorities for improvements on the existing cycling and walking network. Officers have already begun using it in discussion with infrastructure providers to fund and/or deliver some of the interventions identified within the LCWIP.

### **Removal of mopeds from Stevenage cycleways**

- 4.50 Officers have lobbied HCC to amend the Traffic Regulation Orders which contain a Prohibition of Driving Order that exempts mopeds from being banned on the cycleways. It was discovered that the Prohibitions' description of mopeds includes the term 'having a second means of propulsion' (ie. pedals) which is a historic design concept no longer used by modern mopeds. As such, this effectively means that mopeds are already illegal on the cycleway. However, the signage on much of the cycleways is outdated so enforcement cannot be carried out against modern mopeds even though they are technically illegal.
- 4.51 HCC committed to undertaking an investigation to determine whether it would indeed be safer to remove mopeds from the cycleways or keep them separate from larger motorised vehicles on roads, and if the results are positive, re-write the TRO's and replace the signage on the cycle ways. However, the legal procedures and costs involved in implementing these changes across the whole borough are significant and it is likely that it will be done on a ward-by-ward basis over a number of years.

### **Re-evaluate use of powered vehicles on cycleways**

- 4.52 This is likely to be something considered in more detail if Stevenage is accepted on to the HCC Sustainable Travel Town programme and will focus on the use of electric bikes and electric scooters.

### **5<sup>th</sup> Platform at Stevenage Station**

- 4.53 The 5<sup>th</sup> platform at Stevenage Station was completed by Network Rail in July 2020. The construction of a dedicated platform for services on the Hertford Loop will free up capacity for stopping mainline services.
- 4.54 The new platform has its own disabled access and will allow local/regional trains to terminate at Stevenage, reducing pressure on Platform 4.

### **Railway Station improvements**

- 4.55 The main progress at the station has been related to the aforementioned new 5<sup>th</sup> platform to support local services on the Hertford loop and free up capacity on Platform 4 for main line services.

- 4.56 In addition to this, due to the disruption experienced by passengers using the Thameslink and Great Northern routes following the timetable changes of May 2018, Govia Thameslink Railway set up the Passenger Benefit Fund. This Fund aimed to directly fund improvements at stations that would improve the experience of the train users affected by the timetable changes. The Council worked closely with HCC through the consultation period to identify priority schemes. GTR are now responsible for delivering the improvements.

#### **Extend contactless payment to Stevenage**

- 4.57 The Council has lobbied HCC, through their representations to the emerging HCC Rail Strategy, to ensure that the promotion of a wider roll-out of contactless payments becomes a priority across the county. HCC, in its role as Local Transport Authority, leads on the development of transport policy across Hertfordshire and is a key body to help lobby Transport for London and/or Network Rail to extend London's contactless/Oyster car functionality to those locations linked to, but not part of, the capital.

#### **Stevenage Gateway – Area Action Plan**

- 4.58 The Local Development Scheme was updated in September 2020 to give further detail to the production of the Rail Station Area Action Plan (AAP). The Council committed to producing the AAP to enable the Ministry of Housing, Communities and Local Government to release the Local Plan from its 18 month Holding Direction following Examination in 2016/17.
- 4.59 The AAP will expand on the policies within the Local Plan for the area around the Railway Station and on Lytton Road, providing more detail for future development of the area which is currently an underwhelming and underutilised welcome to the town when travelling by train. The AAP is now scheduled for Adoption in January 2022 with several rounds of consultation and a formal Examination process over the coming year.

#### **A1(M) Smart Motorway**

- 4.60 Highways England had previously committed to upgrade the section of the A1(M) within Stevenage, one of the ten busiest stretches of the route from London to Leeds, through the implementation of a SMART Motorway. This would have included the use of the hard shoulder and introducing variable speed limits.
- 4.61 The Council had previously stated its preference for other means of improving capacity, considering the SMART Motorway design to be unsafe. At a meeting of the Full Council in January 2020, Councillors passed a motion opposing the roll-out of Smart Motorways and challenging Government to come up with alternative proposals to cut congestion on the A1(M).
- 4.62 Further correspondence with Highways England and the Secretary of State for Transport, as well as responses to the public consultation event which followed the widespread reporting of the dangers of SMART Motorways has resulted in the project being paused. The Council received a letter from Highways England in August 2020 stating that Highways England will focus

their time and resources on implementing stocktake actions on their existing smart motorways, both those that are currently open and those that are well into their construction. The survey work that has already been undertaken on the A1(M) SMART Motorway project will be used when they restart the project, which is scheduled for 2025.

### **Promote Electric Vehicle Use**

- 4.63 The new Parking Provision and Sustainable Transport SPD requires, developers in Stevenage, for the first time, to provide EV charging points on their developments and to install the underlying cabling for future charging points. The Council's own emerging Parking Strategy will similarly promote EV-use by the provision of EV facilities on the Council's own public parking.

### **Parking Strategy**

- 4.64 The Council is responsible for much of the public parking in the borough and committed to update the 2004 Parking Strategy. The emerging strategy (The Stevenage Parking Strategy 2021-2031 – Living and Sustainable Streets for Stevenage) was approved for public consultation at the December meeting of the Executive prior to its expected adoption in summer 2021. Parking is always an emotive subject and the new Strategy has the difficult task of supporting local residents, businesses and employers, whilst also considering the need to transition away from privately-owned vehicles to more sustainable modes.
- 4.65 Whilst the aforementioned Parking Provision & Sustainable Transport SPD focuses on new developments, the emerging Stevenage Parking Strategy will become the overarching policy for public parking provision. It will therefore set out approaches that are in line with SBC's Co-operative Council Commitment to engage with the community and relevant stakeholders in managing parking.

### **Stevenage Travel Choice Business Endorsement**

- 4.66 The promotion/creation of a Travel Choice Business Endorsement is likely to progress once a cycle hire scheme is in motion when the Council is likely to engage businesses with promoting the scheme.

### **Cycle Training and Education**

- 4.67 HCC continue to undertake cycle training and education within schools as part of the Bikeability programme. In addition to this, SBC and the Police have put a renewed focus on raising awareness of the town centre cycle ban and anti-social riding more generally.

### **Electric Bike Hire Scheme**

- 4.68 An electric bike hire scheme could become part of the initial bike hire scheme which the council is aiming to start procurement for in autumn 2020. It is likely that for a scheme to be successful in Stevenage, it will need to encompass a range of mechanical and electric bikes as well as electric scooters to provide for the range of journeys that would likely be undertaken by such a scheme.

- 4.69 Electric bikes would be more beneficial to latter phases of a bike hire scheme, perhaps focussing on longer, commuter journeys from the east of the town, but it is also likely that an ideal scheme would include some electric bikes (and electric scooters) for shorter journeys as part of early phases which concentrate on promoting sustainable travel between the key destinations in the west side of the town.

### **London Luton Airport Expansion**

- 4.70 London Luton Airport Limited (LLAL) had been preparing to apply for a Development Consent Order for a significant expansion of the current airport operation. Consultation on the proposals had already commenced and LLAL had already held engagement events (including in Stevenage) prior to the Covid-19 pandemic restrictions commencing.
- 4.71 The DCO application has not progressed to Examination, as had previously expected by this point, in part due to the Covid-19 restrictions on hosting public events, but also due to the reduction in air travel brought about by the restriction, and the impact this has had on the aviation industry.
- 4.72 LLAL have recently reported that the overarching theme of responses to the first formal consultation was the effect of the proposed increase on climate change. As such, they are set to make changes to the scheme to further limit the proposal's impact and ensure that climate change remains a legacy focus of the development once through the DCO process. Further details are due imminently.

**Recommendation 2.2: That Executive note that Future Town, Future Transport will be reviewed quarterly and annually as part of the Future Town, Future Council monitoring.**

- 4.73 Progress with the overall FTFT strategy will be monitored and reported as part of the corporate monitoring duties related to Future Town, Future Council (FTFC). The FTFC reports will highlight progress or issues with any relevant scheme from FTFT and will identify risks that could affect future progress.
- 4.74 Not all FTFT schemes are expected to be delivered at the same time, and many transport projects have long timeframes for delivery. The quarterly monitoring reports will focus on the schemes that are progressing at that specific time, allowing for a more targeted snapshot of what is occurring, whilst the annual report will enable a broader, more overarching, summary of progress.

## **5 IMPLICATIONS**

### **Financial Implications**

- 5.1 The costs associated with this report have been met from the agreed departmental budget.
- 5.2 Any potential schemes that are mentioned in Future Town, Future Transport will need to be subject to a business case and/or will require third party funding.

### **Legal Implications**

- 5.3 There are no direct legal implications associated with this report.
- 5.4 The legal ramifications of any potential schemes mentioned in Future Town Future Transport will need to be considered at the point of planning and delivery.

### **Risk Implications**

- 5.5 Any proposed changes to the highways network included in Future Town, Future Transport would be assessed by the HCC Safety Audit Team prior to their implementation.

### **Policy Implications**

- 5.6 There are no direct policy implications associated with this report. As a key Council strategy, sitting beneath the Future Town, Future Council strategy, progress with FTFT will be reported as part of the corporate FTFC monitoring

### **Climate Change Implications**

- 5.7 Future Town, Future Transport seeks to drastically increase levels of active and sustainable transport as alternatives to the use of privately-owned vehicles. As transportation currently accounts for such a high proportion of the town's carbon emissions, FTFT has the potential to have significant positive impacts on climate change.

### **Equalities and Diversity Implications**

- 5.8 Future Town, Future Transport seeks to improve accessibility in Stevenage for all types of transport, promoting walking, cycling and public transport, not just privately-owned cars. The promotion of other forms of transport should have a positive impact on the equalities and diversity implications of transportation.

### **Community Safety Implications**

- 5.9 Any proposed changes to the highways network included in Future Town, Future Transport would be assessed by the HCC Safety Audit Team prior to their implementation.

## **BACKGROUND DOCUMENTS**

**All documents that have been used in compiling this report, that may be available to the public, i.e. they do not contain exempt information, should be listed here:**

- BD1 [Future Town, Future Transport \(2019\)](#)
- BD2 [Stevenage Borough Local Plan \(2019\)](#)
- BD3 [Stevenage Infrastructure Delivery Plan \(2017\)](#)
- BD4 [Stevenage Borough Council Mobility Strategy \(2016\)](#)
- BD5 [Stevenage Cycling Strategy \(2018\)](#)
- BD6 [Stevenage Local Cycling and Walking Infrastructure Plan \(2019\)](#)
- BD7 [Stevenage Parking Provision and Sustainable Transport Supplementary Planning Document \(2020\)](#)
- BD8 [Draft Stevenage Parking Strategy 2021-2033 – Living and Sustainable Streets for Stevenage](#)

## **APPENDICES**

N/A