

INSTRUCTED

WESTON PARISH COUNCIL

Darnalls Hall
Weston
Herts
SG4 7AL

Tel:- 07828 033006

e-mail:- westonclerk@yahoo.co.uk

13245 / 16 & 10
2nd November 2017

Louise St John Howe
Programme Officer
P O Services
P O Box 10965
Sudbury
Suffolk
CO10 3BF

Dear Ms St John Howe,

NORTH HERTFORDSHIRE DISTRICT COUNCIL LOCAL PLAN EXAMINATION IN PUBLIC HEARING SUBMISSION, MATTER 16:

Please see below the hearing statement from Councillor Tim Moody, Chairman of Weston Parish Council:-

Transport and infrastructure (Policies SP6, SP7, T1 and T2):

Weston Parish Council believe that the inadequacy of the North Hertfordshire transport infrastructure is one of the major failings of the Local Plan and the failings are of a magnitude that it makes the plan as a whole unsound.

Put simply the A1M and the east/west routes of the A505 and A507 are wholly inadequate. There is major congestion on the A1M and on feeder roads at all of the junctions in North Hertfordshire. This used to be at peak times only but it is now at many times during the day. The A1M congestion leads to traffic trying to find alternative routes and this then creates major delays of parallel routes such as the B197 from Hatfield to Baldock and the B656 from Welwyn to Hitchin. The inadequacy of the A1M is recognised in the A1 East of England Strategic Study: Stage 3 report published in 2016, the Executive Summary lists 11 key problems.

The A505 from Royston to A1M junction 9 and from Hitchin to Luton is reasonably free running but there is no satisfactory route joining these two stretches of road and the result is high levels of congestion and pollution in Hitchin and Letchworth particularly. The A507 is another east/west route for traffic wanting a northerly access to the M1 and to avoid the congestion at Junction 9 of the A1M traffic leaves the A505 and routes through Baldock yet again causing congestion.

These examples are mirrored throughout the area and are illustrative of the inadequacy of the road infrastructure through North Herts.

NHDC estimate that there will be a traffic growth of 20% by 2031. There will be, in addition, growth on the trunk road network especially from the large housing developments in neighbouring Districts and those huge developments further afield in the Alconbury and Peterborough areas of Cambridgeshire.

Road casualties have increased in Hertfordshire by 5.1% in 2016 compared to 2015 whereas nationally it dropped by 2.6%. It is difficult to believe that this is not, at least in part, a result of the inadequacy of the road infrastructure.

In summary Weston Parish Council contend that the volume of housing growth proposed, and the associated increase in industry and supporting infrastructure is not sustainable until major improvements in the infrastructure have been completed.

Turning to the more detailed aspects of the Local Plan Weston consider that the traffic implications of many of the developments proposed have not been correctly assessed but this will be raised on a site by site basis at the appropriate time in the examination.

However the Council considers the formula for the assessment of parking spaces to be inadequate (Policy T2 Appendix 4). The proposed allotment of spaces was used in a recent development in Weston and in practice the number of vehicles per household cannot be contained within the site. Two spaces for houses of more than 2 beds is generally inadequate and off-site parking should be made available on the basis of 1 space for every two bedrooms above 2. We also disagree with the statement that no secure cycle parking should be provided for dwellings with garages. This will simply mean that the cycles will replace cars in the garages and as garages are counted toward the parking allocation dwellings will effectively be reduced to a single space.

Yours sincerely

Lorraine Ellis
Clerk to Weston Parish Council

Councillors: Tim Moody (Chairman), John Cherry (Vice-Chairman), Wayne Dumbleton, Judith Evans
Matthew Hale, Steve Ludbrook, Claire Mason & Alistair Schofield

Clerk: Lorraine Ellis