**Executive Summary – Hertford & Ware**

**Introduction**

A series of town based evidence packs have been developed to support the emerging Growth and Transport plans. These include analysis of a range of so­cioeconomic, land use, demographic factors, and consideration of current transport provision and usage to identify issues and constraints in relation to travel to / from and within the towns. An assessment is also included of likely future transport pressures taking into account proposed growth and predictions from modelling work using the county­wide transport model COMET. The key findings from the Hertford and Ware evidence pack are outlined below.

**Background**

The towns of Hertford and Ware are situated in the East of Hertfordshire County. These two areas are being analysed in conjunction with one another due to their close proximity.

The study area is located over 30 miles north of Central London and within the A10/M11 growth Corridor. Herford is the 13th largest built up area within Hertfordshire, with a population of 27,900. In contrast, Ware is the 16th largest built up area in Hertfordshire with a population of 19,900.

**Community Characteristics**

The study area of Hertford and Ware has a number of identified employment centres and is serviced by five state secondary schools a college and two special educational needs schools. There are in excess of 4,500 pupils attending secondary schools within the study area with 1,800 of these pupils travelling into the study area from outside. There are also a high number of cross study area trips between Hertford and Ware particularly between the two single sex schools.

There are a number of health, sport and recreation facilities within the study area that are mainly concentrated around the centres of Hertford and Ware. Most retail facilities are distributed centrally around the study area with two supermarkets on the edge of the town centres.

The average age within the study area are similar to the England Average (39-42 years), apart the southern areas of Hertford which is marginally lower. Male life expectancy is generally high, apart from the eastern sides of Ware and Hertford. Female life expectancy shows a different picture; Hertford is above the England average, whilst Ware as a whole is well below the national average.

Overall the study area is generally affluent, with low unemployment and little deprivation. However there are two pockets of deprivation around Sele Farm and Hornsmill in Hertford. Health in Hertford and Ware is good with low levels of obesity and a high proportion of healthy eating adults. There is one declared Air Quality Management Area (AQMA), within the study area. This is located on the A414 in Hertford.

**Economic Portrait**

East Herts has approximately 114,000 inhabitants and around 73,000 jobs. The key employment sectors identified in the region are Professional Services, Wholesale and Retail, Construction and Business Services; with Professional Services being the largest employer and significantly higher than the national average. The majority of large employers are in the Hertford area with a number clustered around the Foxholes business area. Hertfordshire County Council themselves are based in Hertford and employ 1,500 people.

**Transport Network**

The study area is served by Primary, Main and a small number of Secondary Distributor roads. There are no motorways within the study area. The two Primary A roads are the A10 which runs north to south and the A414 which runs east to west. The A1170 provides a connection between Ware and the A10, A414 and Hoddesdon. The A119 joins Hertford to the A602 to the north and Hertford and Ware. B roads provide connections to surrounding villages.

There are three train stations within the study area. The Great Anglia Line serves Hertford East and Ware Stations, whilst the Great Northern line travels from Hertford North Station. These lines provide direct rail links to London, Cambridge and Stanstead.

Bus providers in the area service routes between Hoddesdon, and the Lee Valley, Harlow and Bishop’s Stortford in the east and Welwyn Garden City, Hatfield and St Albans in the west.

There are a number of cycle routes in the study area. The National Cycle Network route Number 61 passes through the area connecting Welwyn Garden City to the west (via the Cole Green Way) to the Lee Valley in the east (via the River Lee Towpath).

**Network Analysis**

Hertford and Ware has a balanced commuting profile showing similar levels of inbound (35%) and outbound journeys (36%). Internal (17%), working from home (6%) and other (6%) make up the remainder of the journeys.

Inbound trips to Hertford and Ware mainly originate from within Hertfordshire (70%), particularly from East Hertfordshire and Broxbourne, although there are significant proportions of trips coming from Essex and Greater London. The vast majority of inbound trips are made via Private Car (84%) with only 11% of trips made using sustainable modes of transport.

Most outbound commuting trips travel to Broxbourne District, Welwyn Garden City, the City of London, Westminster, Enfield, Harlow and Stevenage. A lower percentage of outbound trips are made by private car than inbound trips however this still accounts for 67% of journeys. 24% of trips are made by rail which reflects the high number of trips made into the City.

Almost half of all internal trips are made using a private vehicle (49%), with trips made on foot accounting for 36% of the share. Bus and cycle trips both account for 4% of the mode share, which is low considering cyclists can reach anywhere within the study area in less than 30 minutes.

Cycle rates in Hertford and Ware are currently around 2-3% which is very low when compared to other urban areas in Hertfordshire. The implementation of schemes such as the GoDutch Scenario and/or Ebikes has the potential to increase this figure to between 15%-20%.

Bus services within the study area provide good links to Hoddesdon and Broxbourne; inter urban connections to destinations such as Welwyn Garden City and Hatfield to the west and Harlow to the east are less frequent. Frequency of bus services may contribute to the low number of trips made.

There are a number of congestion hotspots within Hertford and Ware. The most notable being where roads are intersecting with the A414 in both Hertford and Ware. A review of school pupil movements highlights that the A414 and the A119 have the potential to be the most utilised routes to schools. This aligns with analysis of these routes which has identified congestion hotspots.

**Future Transport**

East Herts is set to experience a 17% growth in population over the next 15 years and a 14% growth in employment with the main growth seen in the Business Services, Professional Services, Accommodation & Food Services and Construction sectors.

Developments are planned in the vicinity of the study area; the largest of which is Land North and East of Ware which has an allocation for 1,000 dwellings with a limited proportion of employment. Proposed development in the Gilson and Harlow area may also have an effect on the study area.

By the year 2031 average journey times from the Hertford and Ware study area to key destinations are expected to increase in both the morning and evening peaks.