**Lee Valley North - Executive Summary**

**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 Lee Valley North evidence pack are outlined below.

**Background**

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

The study area is located over 20 miles north of Central London and within the A10/M11 growth Corridor. Hoddesdon is the 15th largest built up area within Hertfordshire, with a population of 21,800.

**Community Characteristics**

The study area of Lee Valley North has a number of identified employment centres and is serviced by three state secondary schools a college, Haileybury College which is an independent school and one special educational needs school (Hailey Hall). There are in excess of 3,100 pupils attending secondary schools within the study area with 1,800 of these pupils travelling into the study area from outside.

There are a number of health, sport and recreation facilities within the study area that are mainly concentrated around the centre of Hoddesdon. Most retail facilities are distributed centrally around the study area with four supermarkets in the Hoddesdon town centre.

The average age within the study area is similar to the England Average (39-42 years), apart from the Broxbourne town centre which is marginally lower. Male life expectancy is generally high, apart from Broxbourne town centre. Female life expectancy is the same as the England average.

Overall the study area has low to average unemployment however there are pockets of deprivation particularly in the central part of the study area (Rye Park, Essex Road and Lord Street). General Health in the study area is good; however levels of obesity are average or above average when compared to the England average. There is no declared Air Quality Management Areas (AQMA), within the study area.

**Economic Portrait**

Broxbourne has approximately 96,000 inhabitants and around 50,000 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 spread out within the study are with no real clusters of large employers. However, the Essex Road Industrial Estate (around the Rye Park area) is a large estate compromising of many smaller industrial areas.

**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, the A10 and the A414. B roads provide connections to surrounding villages (Stanstead Abbotts, Hertford Heath and Roydon in Essex).

There are three train stations within the study area. The Great Anglia Line serves St Margaret’s and Rye House Stations on the Hertford East branch, whilst the main line serves Broxbourne. All stations provide links to London (Liverpool Street and Stratford) with the Hertford East branch serving Hertford and Ware and the mainline providing links north to Harlow and Cambridge.

Bus providers in the area service routes between Hoddesdon, St Margarets, Stansted Abbotts and the wider Lee Valley. There are also links provided to Hertford, Ware and Harlow.

There are a number of cycle routes in the study area. The National Cycle Network route Number 61 passes through the area connecting Hertford and Ware in the north to the southern Lee Valley (Cheshunt and Waltham Cross) in the south (via the River Lee Towpath).

**Network Analysis**

Hertford and Ware has a balanced commuting profile showing similar levels of inbound (35%) and outbound journeys (38%). Internal (13%), working from home (7%) and other (7%) make up the remainder of the journeys.

Inbound trips to the study area (Lee Valley North) mainly originate from within Hertfordshire (54%), particularly from East Hertfordshire (24%) and Broxbourne (18%), although there are significant proportions of trips coming from Essex (21%) and Greater London (13%). The vast majority of inbound trips are made via Private Car (82%) with only 11% of trips made using sustainable modes of transport.

Most outbound commuting trips travel to Inner London (23%), East Hertfordshire (22%), Outer London (13%), Broxbourne (12%) and Enfield (8%). A lower percentage of outbound trips are made by private car than inbound trips however this still accounts for 69% of journeys. 21% of trips are made by rail which reflects the high number of trips made into the City.

Over half of all internal trips are made using a private vehicle (60%), with trips made on foot accounting for 26% of the share. Bus and cycle trips account for 5% of the mode share, which is low considering large areas of the study area can be reached by cyclists 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%-25%.

Bus services within the study area provide frequent services to Hoddesdon, Broxbourne and St Margaret’s; inter urban connections to destinations such as Hertford and Ware to the north, Cheshunt to the south and Harlow in the east. Frequency of bus services may contribute to the low number of trips made.

There are a number of congestion hotspots within the study area. The most notable being where roads are intersecting with the A10 at the Amwell junction and the Amwell roundabout itself. A review of school pupil movements highlights that the A1170 has the potential to be the most utilised route to school. This aligns with analysis of these routes which has identified congestion hotspots along this road.

**Future Transport**

Broxbourne is set to experience a 14% growth in population over the next 15 years and a 16% growth in employment with the main growth seen in the Business Services, Professional Services and Construction sectors.

Developments are planned in the vicinity of the study area; the largest of which is Land West of Hoddesdon (High Leigh) which has an allocation for 500 dwellings with a limited proportion of employment. Proposed developments in the surrounding area include Gilson and Brookfield Riverside which may impact on the study area.

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