**HATFIELD WELHAM GREEN(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 factors; land use; demographic factors; consideration of current transport provision; 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 Hatfield Welham Green evidence pack are outlined below.

**Community Characteristics**

This section looks at the current land use, employment, education and social characteristics of the study area drawing on a variety of information sources including; Address Base Premium, ONS census 2011, Business Registrations and Employment Survey, DCLG Indices of Deprivation, Experian Mosaic profile and the Hertfordshire County Travel Survey.

Hatfield Welham green has a number of employment centres (Hatfield Business Park, University, Galleria shopping centre; Oldings Corner Retail Park; Marshmoor & Welham Green Business Area and Hatfield town centre ); two secondary schools (Onslow St Audrey’s and Bishop’s Hatfield Girls) and a variety of sports and leisure facilities.

Overall, Hatfield Welham green has relatively low unemployment with rates in all areas below the England average. There are however disparities in the levels of life expectancy with parts of the study area falling below the national average in terms of male life expectancy and at or above national average for female life expectancy and there are pockets of deprivation within the study area.

The A1m runs through the centre of the study area along with the key A1000 and A1001 routes. There are a number of congestion hotspots with dwellings in close proximity to them but no declared Air Quality Management Areas (AQMAs).

**Economic Portrait**

This section investigates the current economic climate in the study area drawing on information sources such as the East of England Forecasting Model, ONS Census 2011 and the Business Registrations and Employment Survey.

Welwyn Hatfield Borough has around 117,000 inhabitants and around 84,000 jobs with key employment sectors identified as wholesale & retail which is considerably higher than the UK average. Other key employment areas include Education, Business Services, Professional Services and Other Services.

There are about 10 top employers clustered within the Hatfield Business Park in the northwest part of the Study area with a number of companies having their headquarter buildings here.. Overall there appears to be little disparity between the job types provided in the study area and the types of jobs and skills study area residents work in.

**Transport Network**

This section summarises existing transport infrastructure in the study area drawing on a variety of map based information sources held by HCC.

The study area has the strategic A1(m) corridor running through it (largely tunnelled) & the A414 east west corridor running to the north and south with key local distributor routes (A1000 and A1001). There are a large number of car parking spaces around the study area that provide in total over 3000 car parking spaces. Most are controlled by the borough council although there are also a number of supermarket car parks close to the town centre.

There are two stations in the area, Hatfield and Welham Green, which are located on Great Northern line with direct rail services to Kings Cross and Moorgate in London and Welwyn Garden City, Stevenage and North Herts.

Bus services connect Hatfield to a number of other Hertfordshire towns including Welwyn Garden City, St Albans & Stevenage.

Cycle facilities are relatively good with key north south off road cycle paths running to the east and west of the study area and cycle parking provided at a number of locations including the station.

**Network Analysis**

This section summarises current transport performance in the Study area drawing heavily on census journey to work data as well as Trafficmaster journey time analysis, TRACC analysis and collision data.

The study area has dominance of in commuters with 52% of trips entering the area and only 26% leaving. This is due to the area having a number of large employment sites including Hatfield Business Park, the University (former BAE site) and Galleria shopping centre which draw work trips into the area.

The majority of commuting into the area is from other areas within Welwyn Hatfield (especially Welwyn Garden City). Other notable locations include St Albans district, & Greater London. Out commuting is also dominated by trips to adjacent areas in Welwyn Hatfield (especially Welwyn Garden City) and St Albans. There are also a significant number of trips into Inner London by rail.

Around two thirds of all work trips are by private car. This rises to almost 80% of in commuting trips. Sustainable travel is low considering the high proportion of trips between the study area and Welwyn Garden City, St Albans and London.

Around 14% of work trips are internal (i.e. people live and work in the study area) which is relatively low compared to other areas within Hertfordshire. 40% these trips are by car and pedestrian and cycle mode share for internal trips is high compared with other areas of Hertfordshire ( 40% of trips made by foot and 6% by cycling) The level of bus or coach use is however low (4%).

Of the key employment areas the level of sustainable travel is highest to the area including Hatfield town centre and the Galleria ( 55% of trips by car). In contrast over 80% of trips to the Marshmoor & Welham Green Business Area are by car and only 5% of inbound trips are by train despite the presence of the station.

Congestion hotspots are evident at a number of junctions on the A414, and A1057 with frequent queuing during peak hours on the A1000 (east of Welham Green). Congestion is also present during the PM peak hour on the strategic network on the A1m (junction 4). A number of these key junctions are also defined as hazardous sites where clusters of collisions are evident

In the study area, bus service provision is relatively good with frequent services in central Hatfield and providing links to other towns in Hertfordshire (St Albans & Welwyn Garden City). Accessibility is generally good with all residential areas within the Hatfield urban area and Welham Green with a 20 minute bus or rail journey of Hatfield town centre.

The stations are within the town centres and generally have good accessibility. The majority of the study area is within a 10 minute cycle journey time of the stations.

The majority of Hatfield is within 15 minutes (cycle) of Hatfield Business Park, whilst residents in Welham Green are within a 25 minutes cycle. Most of the urban areas are within a 30 minute bus journey of the business Park.

The Oldings Corner retail park is however more isolated. Large parts of South Hatfield (in additional to Welham Green) have public transport journey times of over 30 minutes.

**Future Transport**

This section draws comparisons between 2014 and 2031, using data from the COMET strategic transport model as well as data from the local council regarding development and growth statistics.

Welwyn Hatfield borough is set to experience a 19% growth in population over the next 15 years and a 10% growth in employment with main growth seen in retail, professional services & health and care sectors.

A number of housing development sites are proposed in or adjacent to the study area within the current Welwyn Hatfield Borough Council Local Plan.

Growth in flows between 2014 and 2031 can be observed on the A1m, A414 (especially eastbound) & on the A1000 Hertford Road into Hatfield. There is also predicted to be growth in flows on a number of local roads such as Dixons Hill Road during the AM & PM peak hour (8-9AM & 17-18PM).

Journey time comparisons between the AM & PM peak area shows that the main predicted increases in journey times are found to destinations towards the south such as Potters Bar and Barnet.