**POTTERS BAR (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 Potters Bar 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.

Potters Bar has two main employment centres (Potters Bar Business Area & Cranbourne Road Industrial Area); three secondary schools (Chancellor’s, Mount Grace & Dame Alice Owen); one college (Royal Veterinary) and a variety of sports and leisure facilities.

Overall, Potters Bar is generally affluent with low unemployment rates, high levels of life expectancy and good levels of health compared to national averages. There are however a few pockets of deprivation in the eastern part of Potters Bar. There are two declared AQMAs (High Street & M25 Junction 24) and a number of congestion hotspots with dwellings in close proximity to them.

**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.

Hertsmere district has around 103,310 inhabitants and around 57,600 jobs with key employment sectors identified as wholesale & retail; construction and broadcasting & telecoms.

There are two large employers within the study area with the largest employer having around 1063 jobs.

There are relatively 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 M25 corridor running through it along with the A1(M) to the west. Other strategic routes include the A1000 and A111 (north to south).

There are five borough operated car parks around the study area with a total of 450 car parking spaces plus additional car parks at the stations and supermarkets which are also close to the town centre.

Potters Bar is located on the Great Northern line with direct rail services to Kings Cross and Moorgate in London and Welwyn Garden City & Stevenage in Hertfordshire. There are 2 stations within the study area.

Bus services connect Potters Bar with a number of destinations including Barnet and Enfield, Hatfield, St Albans, Radlett and Watford. A number of the services are operated by Transport for London.

There are very few cycling facilities in the study area and the network coverage is extremely poorwith only one off road cycle path on the west that does not link to any facilities within the study area.

**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.

Potters Bar is a commuter town with 40% of all work trips classified as out commuting compared with 33% in commuting.

Most of the commuting into the study area is from Greater London (33% - with a high percentage of these trips from Barnet and Enfield), followed by Welwyn Hatfield district (14%). Similarly most out commuting from the study area is to London, with Greater London and Inner London making up 60% of the total and Welwyn Hatfield district (13%).

Despite the strong links with London, 62% of all work trips are by private car with a further 18% by bus or rail. For in commuting trips car use increases to 80%.

Around 11% 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. Despite the short distances involved, over half of these trips are by car with a further 36% of trips made by foot and 4% by bus or coach. The level of cycling is however low (2%).

The town Centre / Potters Bar Business Area is a key employment destination within the study area. Despite the central location 69% of trips to the area are by car and only 7% are by train despite the nearby presence of the station. The Cranbourne Road Industrial area is even more car dominated and 77% of work trips were registered as car driver trips.

Congestion hotspots are evident at the key junctions with the strategic road network (M25 Junction 24) as well as at a number of junctions along the A1000 (High Street, Hatfield Road and Great North Road . The Great North Road also has traffic volumes which are close to its link capacity.. A number of the key junctions are also defined as hazardous sites where clusters of collisions are evident

Bus service provision is relatively good with frequent services both within Potters Bar and providing connections from the study area to North London and London Colney and & St Albans. Accessibility is generally good with most areas in Potters Bar within a 20 minute bus journey of the town centre. The presence of a station in Brookmans Park also leads to good accessibility to Potters Bar town centre.

The stations d generally have good accessibility. The majority of the study area is within a 10-15 minutes cycle journey time of the stations and large parts of the residential areas are within a 20 minute walk of the stations.

The majority of Potters Bar is within a 15-20 minutes’ walk and 20 minutes cycle ride of the town centre reflecting the relatively compact nature of the town.

**Future Transport**

This section draws comparisons between 2014 and 2031, using data from the COMET strategic transport model, East of England Forecasting Model (EEFM) as well as data from the local council regarding development and growth statistics.

Hertsmere borough is set to experience a 17% growth in population over the next 15 years and a 8% growth in employment with main growth seen in construction, health & care and accommodation & food services sectors.

Within the current core strategy, proposed housing growth is limited within the study area with the largest development sites to the north of Potters Bar and to the west of Brookmans Park station.

Growth in flows between 2014 and 2031 is predicted on sections of the A1000 and on Mutton Lane along with the more local roads, Newgate Street and Warrengate Lane during the AM & PM peak hour (8-9AM & 17-18PM).

Journey time comparisons between the AM & PM peak area shows increases in journey times are predicted to destinations in Borehamwood and St Albans.