**St Albans - 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 St Albans evidence pack are outlined below.

**Background**

St Albans is situated in the south-west of the Hertfordshire County. The study area is located 20 miles north-northwest of central London and sits within the M1 and M25 growth corridor east of the M1. St Albans is the 4th largest built up area within Hertfordshire with a population of [74,600](http://atlas.hertslis.org/profiles/profile?profileId=79&geoTypeId=16&geoIds=E10000015#iasProfileSection4) (Based on the 2016 mid-year estimate).

**Community Characteristics**

The study area of St Albans has a number of identified employment centres such as the City Centre and Frogmore Business Park. The greatest concentration of jobs in the study area is in the City Centre. St Albans is serviced by a number of secondary schools (including single sex faith and independent schools) and colleges including Oaklands College and University Campus St Albans.

The median age is lowest in the centre of St Albans (34-36 years old), whereas in the south-west of the study area the median age is generally higher (42-46 years old). Male life expectancy is generally high across the whole of the study area and above the national average. There are areas where Male Life expectancy is lower and below the national average; New Greens, Townsend and Batchwood to name a few. Female life expectancy appears marginally better over male life expectancy throughout the study area however this is below the national average in St Albans centre.

As a whole the study area has relatively low rates of unemployment which are below national averages. However there are pockets of deprivation around the Cottonmill Lane area to the south of the City Centre. St Albans has two designated Air Quality Management Areas (AQMA); one has been identified near the M25 around Frogmore, and one has been identified near the A5183 and A1081 at the Peahen junction. There is also another AQMA just outside of the study area near to junction 7 of the M1.

**Economic Portrait**

The District of St Albans (including Harpenden) has approximately 139,130 inhabitants and around 66,886 jobs. The key employment sectors identified in the region are Professional and Scientific, and Public Admin and Education; with Professional and Scientific sector being the largest employer. The largest employment area is the City Centre containing 24% of the total number of jobs within the study area.

**Transport Network**

The study area is served by Trunk, Primary, Main and a small number of Secondary Distributor roads. There are two motorways (M25 & M1) within the study area. St Albans has two Primary A roads; the A414 and the A405 and a number of other A roads such as the; A1057, A1081, A4147 and the A5183. The major north-south routes are the M1 and the A5183. The major east-west routes included the M25 and A414.

There are two rail lines which cross the study area; the Abbey Branch (which provides connections to Watford junction) and the Midlands Main Line which connects the study area to Bedford, London and Brighton.

Bus services that provide key interurban connections are between the study area and Hatfield, Welwyn Garden City, Stevenage, Hemel Hempstead, Watford and Hertford.

St Albans benefits from good cycling facilities with a number of designated cycle routes. The Verulamium and Green Ring cycle routes connect a number of links to destinations such as the Station and City Centre. There are two National Cycle Network routes; Number 6 (St Albans to Watford), and route Number 61 (St Albans to Hatfield).

**Network Analysis**

Inbound trips to the study area are predominantly from adjacent areas such as London Colney, Hatfield, Harpenden, Hemel Hempstead, Welwyn Garden City and Luton. The vast majority of inbound trips are made via Private Car (81%) with 14% of trips made using sustainable modes of transport (bus, walk, train and cycle).

Key destinations for outbound commuting trips are London, Welwyn Hatfield, to Hatfield, Hemel Hempstead and Borehamwood. Again the largest percentage of outbound trips is made by private car (64%), whilst 33% of outbound trips are made by sustainable modes (predominantly rail with a mode share of 28%).

Over half of all internal trips are made using a private vehicle (56%), with trips made on foot accounting for 27% of the share. Bus (5%) and cycle trips (4%) are low considering large areas of the study area can be reached by both cyclists and bus users in less than 30 minutes.

Within the study area traffic volumes and congestion occurs along the M1 and along the M25. Most roads within the City Centre also have speeds which are significantly lower than the speed limit.

**Future Transport**

St Albans is set to experience a 13% growth in population over the next 15 years and a 14% growth in employment with the main growth predicted in the Professional and Scientific, Construction and Arts and Entertainment sectors.

Developments are planned within and in the vicinity of the study area; most developments planned within St Albans city are small however to the north-east of the study area there is large proposed development on the Oaklands College site. There are also a number of large residential developments proposed close to the study area such as East Hemel and a number of sites in Welwyn Hatfield. 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.