**Hemel Hempstead - 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 travel constraints to and from towns. An assessment also includes 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 Hemel Hempstead evidence pack are outlined below.

**Background**

The town of Hemel Hempstead is situated in the South West of Hertfordshire County in the borough of Dacorum. The study area is located over 27 miles northwest of Central London and outside the M25 motorway. Hemel Hempstead is the second largest urban centre within Hertfordshire, with a population of 94,932.

**Community Characteristics**

The area has three main employment areas; Maylands, Apsley and the Town Centre, with Maylands being amongst the largest commercial and industrial centres in Hertfordshire. There are 5 state secondary schools (including single sex schools and a faith school which draw from a large catchment area) and two independent schools. There are a variety of sports and leisure facilities throughout Hemel Hempstead.

Hemel Hempstead has similar unemployment rates to Watford and Welwyn Garden City but there is variation within the area ranging from Apsley (between 1.6% and 2%) to areas between the town centre and Maylands which have unemployment rates of over 4%. There are two declared Air quality Management Areas (AQMAs) in the area; both of which are located in the south of Hemel Hempstead around Frogmore End and Apsley.

**Economic Portrait**

The district of Dacorum, where Hemel Hempstead is within, has approximately 150,000 inhabitants and around 77,000 jobs. The proportion employed in Transport, Storage and Communication industries is higher than the Hertfordshire average whereas there is a lower proportion employed in Professional, Scientific and Technical activities. .

Within Hemel Hempstead the majority of large employers are based in Maylands (14,730 jobs), whilst the Town Centre (9,273 jobs) and Apsley (4,615 jobs) are the other two key employment locations.

**Transport Network**

The study area is served mostly by Main and Secondary Distributor roads and includes the A414, A4146 and the A4251. There are two motorways and one primary road just outside the study area; the M1 to the east, the M25 to the south and the A41 to the west.

There are two train stations within the south west corner of the study area (Hemel Hempstead and Apsley), that are some distance from the town centre and Maylands. Hemel Hempstead is connected to Milton Keynes and London Euston via London Midland Services on the West Coast Mainline.

There is a relatively dense bus network within Hemel Hempstead with the most frequent services being to the north east and to the south of the town.

Segregated cycling infrastructure provision is low in Hemel Hempstead. The majority of segregated routes that are provided are shared use. The Nickey Line provides a high quality segregated route but connectivity to the wider network is poor. The majority of local roads in residential areas are suitable for cycling.

**Network Analysis**

Inbound trips to the study area mainly originate from adjacent areas such as Central Bedfordshire, St Albans and Luton. The vast majority of inbound trips are made via Private Car (83%) with 10% of trips made using sustainable modes of transport (bus, walk, train and cycle).

Key destinations for outbound commuting trips are St Albans, Watford and London, with Three Rivers and Welwyn Hatfield being the other significant destinations. The majority of trips are made by private car (75%), whilst 18% of outbound trips are made by sustainable modes.

Over half of all internal trips are made using a private vehicle (58%), with trips made on foot accounting for 24% of the share. Bus (5%) and cycle trips (2%) 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 A414 (St Albans Road), the A4146 (Leighton Buzzard Road) and the B487 (Queensway). Furthermore Maylands Avenue, Lawn Lane and London Road (A4251) experience relatively high levels of traffic and delay. The largest levels of delay appear to occur along Breakspear Way (A414) between Maylands Avenue and Green Lane.

**Future Transport**

A large proportion of planned development in the Hemel Hempstead area is on the edge of the town, including significant housing and employment development proposed round Maylands in East Hemel Hempstead. These developments areas are quite some distance from the town centre and railway station, making journeys on foot and by bicycle less attractive.

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, with the highest increase being Hemel Hempstead to Luton, which will experience and increase of 21%.