**Lee Valley South - 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 South evidence pack are outlined below.

**Background**

The towns of Cheshunt and Waltham Cross 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. Cheshunt is the 7th largest built up area within Hertfordshire, with a population of 41,300 and Waltham Cross is the 26th largest built up area within Hertfordshire with a population of 10,800.

**Community Characteristics**

The study area of Lee Valley South has a number of identified employment centres and is serviced by three state secondary schools a college, Haileybury Turnford which is an independent school and the Hertford Regional College. There are in excess of 3,500 pupils attending secondary schools within the study area with 600 of these pupils travelling into the study area from outside. This means the majority of pupils are living within the study area.

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 within Cheshunt and Waltham Cross.

The average age within the study area is similar to the England Average (39-42 years). Male life expectancy is generally high, apart from Waltham Cross and Flamsted End which are below the England average. Female life expectancy shows a similar pattern with Bury Green/Churchgate and Flamsted End being below the England average and Waltham Cross significantly below average.

Overall the study area has high unemployment and there are pockets of deprivation particularly in Cheshunt and Waltham Cross. General Health in the study area is mixed with the more rural areas having better general health than the more urban areas, particularly Waltham Cross. Levels of obesity are average or above average when compared to the England average. There are 2 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 situated within the A10 corridor part of the study area. However, the area has a number of industrial/retail estates in Cheshunt (Brookfield Centre and Delamere Road) and Waltham Cross (Lea Rd and Park Plaza).

**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 Primary A road in the study area is the A10 which runs north to south. The A1170 provides a connection between Ware and the A414 and the A121 connects Waltham Abbey. B roads provide connections to surrounding villages (Goffs Oak and Cuffley).

There are three train stations within the study area. The Great Anglia Line serves Cheshunt, Waltham Cross and Theobald’s Grove. All stations provide links to London (Liverpool Street and Stratford) in the south and Cambridge, Harlow and Hertford to the north.

Bus providers in the area service routes to Waltham Cross, Cheshunt, Goffs Oak, Hammond Street and the wider Lee Valley. There are also links provided to Greater London, Hoddesdon, Cuffley and Waltham Abbey.

There are a number of cycle routes in the study area. The National Cycle Network route Number 61 passes through the area connecting Broxbourne and Hoddesdon in the north and towards greater London (Enfield) in the north

**Network Analysis**

The study area has an outward commuting profile showing different levels of inbound (27%) and outbound journeys (44%). Internal (14%), working from home (6%) and other (9%) make up the remainder of the journeys.

Inbound trips to the study area (Lee Valley South) mainly originate from within Hertfordshire (34%), particularly from East Hertfordshire (13%) and Broxbourne (9%), although there are significant proportions of trips coming from Outer London (25%) and Enfield (15%). Interestingly there are more trips from Essex (18%) and Greater London (32%) than East Hertfordshire. The vast majority of inbound trips are made via Private Car (77%) with only 18% of trips made using sustainable modes of transport.

Most outbound commuting trips travel to Outer London (30%), Inner London (27%), Enfield (21%), Essex (10%) and East Herts (9%). A lower percentage of outbound trips are made by private car than inbound trips however this still accounts for 66% 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 (57%), with trips made on foot accounting for 27% of the share. Bus and cycle trips account for 7% 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 Lee Valley South 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%-29%.

Bus services within the study area provide frequent services to Cheshunt, Hammond Street and Waltham Cross; inter urban connections to destinations such as Enfield to the south, Epping and Waltham Abbey to the east are also frequent. Links to Hoddesdon and north of the study area are less frequent. 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/M25 at junction 25 and other sites on the A10, the A10/B198 and the A10 Turnford junction. A review of school pupil movements highlights that the A1170, A10 and B198 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 Brookfield Riverside which has an allocation for 1,500 dwellings with a limited proportion of employment, Rosedale Park (1,500 dwellings) and Delamere Road (750 dwellings).

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.