



Attention: Kay Mead
East Herts District Council
Wallfields
Pegs Lane
Hertford
Hertfordshire
SG13 8EQ

Highways Development Management
County Hall
Pegs Lane
Hertford
SG13 8DN

26 January 2016

Dear Kay,

North and East of Ware – Development Proposals

We are writing to you with regard to the development proposals currently being explored for the area North and East of Ware.

When we first looked into the impact of the 2000 to 3000 scheme, we had concerns about the increased delay in journey time and the ensuing traffic queueing.

The inclusion of a circular bus route, whilst supported in principle, is unlikely to attract the number of residents predicted as there are no bus priority measures proposed, and the round trip itself would take about 30 minutes. In terms of the number of trips assigned to the bus provision, again we would comment that 30% is an optimistic number, and we would suggest that 11% could be a reasonable aspiration for Ware.

The consultants argued that due to the size of the model and the fact that it didn't include the Rush Green roundabout, the model may not be fully representing motorists' response to congestion in the centre of Ware and in reality more trips would divert onto the A10 to avoid this. They have put forward arguments that 30-40% of traffic from residential areas in western Ware would transfer to the A10. The latest modelling results have included the assumption of a 40% traffic diversion.

However, even with this assumption removing a proportion of existing Ware and development trips, the modelling still shows excessive delays and queueing along Baldock Street, the High Street and in the southern part of the town centre that are not considered acceptable. The latest Technical Note, 11, has proposed little in the way of viable mitigation measures other than restrictions to vehicles exiting New Road onto the High Street, and a further potential reduction in vehicle trips across Ware through a Personalised Travel Planning Programme. Whilst reducing the vehicle movements around the High Street / New Road junction does bring benefits to some traffic movements, there are still significant additional delays to journeys in the southern part of the town centre.

In terms of the proposed Personalised Travel Planning measures, an additional reduction in vehicle trips (on top of the shift to the new circular bus service) is considered optimistic, given there is little other change in sustainable transport provision. Even assuming this further reduction, longer journey times and delays remain in the town centre area, and there are still significant numbers of additional vehicles from the development heading

towards the A414 west and Hertford, as the proposed mitigation measures, including Personalised Travel Planning, have no impact on these trips.

With a 2000 unit development in the AM peak period (0700-1000) a total of 289 additional vehicle trips are predicted by the developers to head towards the A414 west (Source TPA Technical Note 8 Table 3.1). The more detailed spreadsheets provided indicate a total of 133 trips in the critical peak hour 0800-0900 (including an allowance for off- site school trips). With a 3000 unit development this would increase to 454 trips in the Peak period (source TPA Technical Note 8 Table 3.2) with almost 200 additional trips in the critical peak hour.

Increases in traffic heading into Hertford of this magnitude, would be likely to cause severe congestion on the A414 heading into Hertford from the east with the following impacts:

- Regular instances of traffic blocking key junctions and queuing back on the current free flowing lanes of the A10.
- Significant increases in delays on the wider local road network resulting in
 - subsequent impacts on key public transport routes,
 - inappropriate routing of traffic through the town centre and residential roads (including villages)
 - The likely expansion of the existing traffic related air quality management area (AQMA).

At this point we would have to conclude that, although the consultant has proposed some changes to the operating network, that the quantum proposed (2,000 to 3,000 units) is not viable, given the additional delays and queues, particularly as assumptions have been made which already reduce the volume of traffic passing through the town centre.

Yours sincerely

Juliet Cromack
Development Manager